



# Encyclopaedic Chronicle

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*Brooks*

Construction Registry

February 11, 2021



# FULLER'S

# Encyclopaedic Chronicle

*Brooks*

Locomotive Construction Registry

February 11, 2021

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*by the grace of Almighty God*

*All updates and corrections to information should be forwarded to the above address.*

## **Brooks Locomotive Works build list**

Last edit February 11, 2021

17 July 1870 4-4-0 6' gauge 17x22-60"

Erie Railway #56

April 1878 to New York, Lake Erie & Western #56

by 1880 off roster

AAT

18 July 1870 4-4-0 6' gauge 17x22-60"

Erie Railway #394

April 1878 to New York, Lake Erie & Western #394

by 1882 off roster

AAT

19 August 1870 4-4-0 6' gauge 17x22-60"

Erie Railway #395

April 1878 to New York, Lake Erie & Western #395

by 1882 off roster

AAT

20 August 1870 4-4-0 6' gauge 17x22-60"

Erie Railway #396

April 1878 to New York, Lake Erie & Western #396

by 1882 off roster

AAT

21 August 1870 4-4-0 6' gauge 17x22-60"

Erie Railway #429

April 1878 to New York, Lake Erie & Western #429

by 1889 off roster

AAT

22 September 1870 4-4-0 6' gauge 17x22-60"

Erie Railway #430

April 1878 to New York, Lake Erie & Western Railway #430

by 1889 off roster

AAT

23 September 1870 4-4-0 6' gauge 17x22-60"

Erie Railway #431

April 1878 to New York, Lake Erie & Western #431

by 1889 off roster

AAT

24 September 1870 4-4-0 6' gauge 18x22-66"

Erie Railway #223

April 1878 to New York, Lake Erie & Western #223

by 1881 off roster

AAT

25 October 1870 4-4-0 6' gauge 18x22-66"

Erie Railway #221

April 1878 to New York, Lake Erie & Western #221

by 1881 off roster

AAT

26 October 1870 4-4-0 6' gauge 17x22-60"

Erie Railroad #432

April 1878 to New York, Lake Erie & Western #432

by 1880 off roster

AAT

27 October 1870 4-4-0 6' gauge 18x22-60"

Erie Railway #433

April 1878 to New York, Lake Erie & Western #433

by 1889 off roster

AAT

28 November 1870 4-4-0 6' gauge 18x22-60"

Erie Railway #434

1878 to New York, Lake Erie & Western #434

by 1889 off roster

AAT

29 November 1870 4-4-0 6' gauge 18x22-60"

Erie Railway #435

1878 to New York, Lake Erie & Western Railway #435

by 1890 off roster

AAT

30 November 1870 4-4-0 6' gauge 18x22-60"

Erie Railway #436

1878 to New York, Lake Erie & Western #436

by 1890 off roster

AAT

31 December 1870 4-4-0 6' gauge 18x22-60"  
 Erie Railway #437  
 1878 to New York, Lake Erie & Western #437  
 by 1890 off roster  
 AAT

32 December 1870 4-4-0 6' gauge 18x22-60"  
 Erie Railway #438  
 1878 to New York, Lake Erie & Western #438  
 by 1890 off roster  
 AAT

98 1872 4-4-0  
 CCC&I #397  
 January 1889 rebuilt by CCC&I  
 17x24-63"  
 1889 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 #397 (2<sup>nd</sup>)  
 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 #358 (5<sup>th</sup>)  
 1901 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 #260 (5<sup>th</sup>)  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 C-63a #7043 (1<sup>st</sup>)  
 June 1919 scrapped  
 BAX

100 March 1872 4-4-0 16x24-60"  
 Cleveland, Columbus, Cincinnati & Indianapolis #157  
 1882 to #399  
 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #399  
 1891 scrapped  
 AAT

101 1872 4-4-0  
 December 1896 rebuilt  
 17x24-63"  
#370  
 1904 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
#134 (5<sup>th</sup>)  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 C-63g #7063 (1<sup>st</sup>)  
 January 1915 scrapped  
 BAX

103 April 1872 4-4-0 16x24-60  
 Cleveland, Columbus, Cincinnati & Indianapolis #51  
 00/1882 to #372  
 00/1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #372  
 by 1893 off roster  
 AAT

104 April 1872 4-4-0 16x24-60  
 Cleveland, Columbus, Cincinnati & Indianapolis #52  
 00/1882 to #373  
 00/1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #373  
 by March 1904 off roster  
 AAT

105 April 1872 4-4-0 16x24-62  
 Lake Shore & Tuscarawas Valley #1  
 February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #1  
 March 1883 sold to Cleveland, Lorain & Wheeling #1  
 by 1902 off roster  
 AAT

106 January 1872 4-4-0 16x24-62  
 Milwaukee & Northern #4 (1<sup>st</sup>) "Holstein"  
 00/1873 leased to Wisconsin Central #19 (1<sup>st</sup>)  
 August 1882 to Milwaukee & Northern #19 (returned from lease)  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #919  
 00/1889 to Chicago, Milwaukee & Saint Paul #1294  
 00/1910 to Chicago, Milwaukee & Saint Paul #1457  
 00/1913 to Chicago, Milwaukee & Saint Paul #150 (2<sup>nd</sup>)  
 H-3 class  
 June 1918 scrapped  
 AAT, CMK, RA29, WCZ

107 April 1872 4-4-0 16x24-62

Lake Shore & Tuscarawas Valley #2

February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #2

March 1883 sold to Cleveland, Lorain & Wheeling #2

00/1902 sold to Baltimore & Ohio #86 (2<sup>nd</sup>) F-4 class

by 1907 off roster

AAT

108 May 1872 4-4-0 16x24-62

Lake Shore & Tuscarawas Valley #3

February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #3

March 1883 sold to Cleveland, Lorain & Wheeling #3

by 1902 off roster

AAT

109 00/1872 4-4-0 16x24

Chamberlain & Mathers Company -for-

Saint Louis, Mount Carmel & New Albany #1

October 1881 sold to Louisville, Evansville & Saint Louis

AAT

110 00/1872 4-4-0 16x24

Warren & Venango #1

December 1872 sold to Dunkirk, Allegheny Valley & Pittsburgh #6 (1<sup>st</sup>)

AAT

111 00/1872 4-4-0 16x24

Warren & Venango #2

December 1872 sold to Dunkirk, Allegheny Valley & Pittsburgh #7 (1<sup>st</sup>)

AAT

112 May 1872 4-4-0 16x24

Lake Shore & Tuscarawas Valley #4

February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #4

March 1883 sold to Cleveland, Lorain & Wheeling #4

00/1902 sold to Baltimore & Ohio F-4 #87 (4<sup>th</sup>)

00/1907 off roster

AAT

113 May 1872 4-4-0 16x24

Lake Shore & Tuscarawas Valley #5

February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #5

March 1883 sold to Cleveland, Lorain & Wheeling #5

00/1902 sold to Baltimore & Ohio F-4 #88 (2<sup>nd</sup>)

by 1907 off roster

AAT

114 June 1872 4-4-0 16x24-60

Lake Shore & Michigan Southern #356 "Tallulula"

rebuilt with 62" drivers

00/1895 scrapped

AAT

115 June 1872 4-4-0 16x24-62

Cleveland, Columbus, Cincinnati & Indianapolis #55

00/1882 to #375

00/1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #375

October 1895 rebuilt at Brightwood Shop

17x24-63"

1903 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)

#133 (3<sup>rd</sup>)

1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-63g #7062 (1<sup>st</sup>)

September 1917 scrapped

AAT, BAX

116 June 1872 4-4-0 16x24

Lake Shore & Tuscarawas Valley #6

February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #6

March 1883 sold to Cleveland, Lorain & Wheeling #6

00/1902 sold to Baltimore & Ohio F-4 #89 (4<sup>th</sup>)

by 1917 off roster

AAT

117 June 1872 4-4-0 16x24-62  
Cleveland, Columbus, Cincinnati & Indianapolis #56  
00/1882 to #376  
00/1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #376  
December 1895 rebuilt at Delaware Shop  
17x24-63"  
00/1903 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #135 (5<sup>th</sup>)  
1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-63g #7064 (1<sup>st</sup>)  
February 1915 scrapped  
AAT, BAX

118 June 1872 4-4-0 16x24-60  
Cleveland, Columbus, Cincinnati & Indianapolis #57  
00/1882 to #377  
June 1885 sold to Los Angeles & San Gabriel Valley #2  
May 1887 sold to California Central #5  
November 1889 sold to Southern California #1  
by 1906 off roster  
AAT

119 June 1872 4-4-0 16x24-60  
Cleveland, Columbus, Cincinnati & Indianapolis #58  
00/1882 #378  
00/1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #378  
00/1903 to #165  
September 1895 rebuilt  
00/1905 sold to New York Central Cx #7005  
April 1917 scrapped  
AAT

120 June 1872 4-4-0 16x24-60  
Cleveland, Columbus, Cincinnati & Indianapolis #59  
00/1882 to #379  
December 1888 rebuilt  
17x24-63"  
00/1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #379  
00/1903 to Cleveland, Cincinnati, Chicago & Saint Louis #166  
1905 sold to New York Central C-63 #7042 (1<sup>st</sup>)  
January 1921 scrapped  
AAT, BAX

121 July 1872 4-4-0 16x24  
Lake Shore & Tuscarawas Valley #7  
February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #7  
March 1883 sold to Cleveland, Lorain & Wheeling #7  
00/1902 sold to Baltimore & Ohio F-4 #90 (2<sup>nd</sup>)  
by 1917 off roster  
AAT

167 June 1873 2-6-0 3' gauge 11x16-38"  
Salt Lake, Sevier Valley & Pioche #2 "Kate Connor"  
1874 sold to Eureka & Palisade #1 "Eureka"  
January 1880 sold to Nevada Central Railway #1 (2<sup>nd</sup>) "Battle Mountain"  
November 1880 sold to Utah Eastern #1  
1883 sold to Echo & Park City #1  
AAT

168 April 1873 4-4-0 16x24-60  
United States Rolling Stock Company #338 -for-  
Atlantic & Great Western #195  
March 1880 sold to New York, Pennsylvania & Ohio #195  
1889 to New York, Pennsylvania & Ohio #196  
1895 sold to Erie Railroad D-4 #158  
March 1897 sold to Jamestown & Erie #6  
AAT

169 1873 4-4-0 16x24-60"  
United States Rolling Stock Company #339 -for-  
Mobile & Alabama Grand Trunk #2  
January 1886 sold to Mobile & Birmingham #2  
March 1899 sold to Southern Railway #1205  
March 1903 condemned  
AAT

170 1873 4-4-0 16x24-60"  
United States Rolling Stock Company #340  
AAT

171 1873 4-4-0 16x24-62"  
Cincinnati & Springfield #1  
1873 sold to Cleveland, Columbus, Cincinnati & Indianapolis #1  
1882 to Cleveland, Columbus, Cincinnati & Indianapolis #201  
1887 to Cleveland, Columbus, Cincinnati & Indianapolis #164  
1887 to Cleveland, Columbus, Cincinnati & Indianapolis #121  
1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #121  
by 1905 off roster  
AAT

172 March 1873 4-4-0 16x24-60"  
United States Rolling Stock Company #341 -for-  
? #288  
16x24-63"  
1880 sold to Saint Louis, Iron Mountain & Southern #288  
1882 to Saint Louis, Iron Mountain & Southern #488  
by 1917 off roster  
AAT

173 April 1873 4-4-0 16x24-60"  
United States Rolling Stock Company #342  
16x24-63"  
1880 sold to Saint Louis, Iron Mountain & Southern #289  
1882 to Saint Louis, Iron Mountain & Southern #489  
by 1917 off roster  
AAT

174 April 1873 4-4-0 16x24-60"  
United States Rolling Stock Company #343  
16x24-63"  
1880 sold to Saint Louis, Iron Mountain & Southern #290  
1882 to Saint Louis, Iron Mountain & Southern #490  
1917 sold to Missouri Pacific E-63 #8834  
AAT

175 April 1873 4-4-0 16x24-60"  
United States Rolling Stock Company #344 -for-  
?  
1880 sold to Saint Louis, Iron Mountain & Southern #291  
1882 to Saint Louis, Iron Mountain & Southern #491  
by 1917 off roster  
AAT

176 April 1873 4-4-0 16x24-60"  
United States Rolling Stock Company #345 -for-  
?  
1880 sold to Saint Louis, Iron Mountain & Southern #292  
1882 to Saint Louis, Iron Mountain & Southern #492  
by 1917 off roster  
AAT

177 1873 4-4-0 16x24-60"  
South Side Railroad "Islip"  
May 1876 sold to Long Island Rail Road "Islip"  
1887 to Long Island Rail Road #14  
by 1902 sold to Springfield & Southern #17  
AAT

178 1873 4-4-0 16x24-60"  
South Side Railroad "Patchogue"  
May 1876 sold to Long Island Rail Road "Patchogue"  
1887 to Long Island Rail Road #15 (1<sup>st</sup>)  
1898 to Long Island Rail Road #10 (1<sup>st</sup>)  
by 1902 sold to Springfield & Southern #16  
AAT

179 1873 4-4-0 16x24  
Buffalo, New York & Philadelphia #14  
June 1885 rebuilt at Rome shop  
September 1887 sold to Western New York & Pennsylvania #14  
1890 to #94  
to #5  
1901 sold  
AAT

180 May 1873 4-4-0 16x24"  
Lake Shore & Tuscarawas Valley #9  
February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #9  
March 1883 sold to Cleveland, Lorain & Wheeling #9  
1902 sold to Baltimore & Ohio F-4 #92 (2<sup>nd</sup>)  
by 1917 off roster  
AAT

181 1873 4-4-0 16x24"  
 Buffalo, New York & Philadelphia #15  
 September 1887 sold to Western New York & Pennsylvania #15  
 1887 rebuilt  
 October 1903 sold to Southern Iron & Equipment #139  
 1904 sold to #497  
 AAT

182 1873 4-4-0 16x24-60"  
 United States Rolling Stock Company #346  
 to Alabama Midland  
 AAT

183 1873 4-4-0 16x24-60"  
 United States Rolling Stock Company #347  
 to Atlantic & Great Western #18  
 March 1880 sold to New York, Pennsylvania & Ohio #18  
 1889 to New York, Pennsylvania & Ohio #94  
 1891 retired from service  
 AAT

184 1873 4-4-0 16x24-60"  
 United States Rolling Stock Company #348  
 1893 sold to Alabama Midland  
 July 1901 sold to Savannah, Florida & Western  
 AAT

185 May 1873 4-4-0 16x24-60"  
 New York, Boston & Montreal #1  
 1876 sold to Bennington & Rutland (Harlem Extension) #10 "C. E. Houghton"  
 1888 sold to New York, Lake Erie & Western #496  
 1889 to New York, Lake Erie & Western #199  
 1895 to Erie Railroad #40  
 1897 to Erie Railroad #373  
 April 1897 rebuilt by Baldwin (c/n 15295)  
 Erie Railroad D-6 #373  
 October 1911 to New York, Susquehanna & Western #18  
 AAT

186 April 1873 4-4-0 16x24-62"  
 Geneva & Ithaca #1 "Geneva"  
 May 1874 sold to Geneva, Ithaca & Athens  
 October 1876 to Geneva, Ithaca & Sayre #7  
 1889 sold to Lehigh Valley #530  
 AAT

187 June 1873 4-4-0 16x24-62"  
 Geneva & Ithaca #2 "C. M. Titus"  
 May 1874 sold to Geneva, Ithaca & Athens  
 October 1876 to Geneva, Ithaca & Sayre #8  
 1889 sold to Lehigh Valley #531  
 AAT

188 June 1873 4-4-0 16x24-60"  
 New York, Boston & Montreal #2  
 1876 sold to Dutchess & Columbia #2  
 September 1888 sold to Newburgh, Dutchess & Connecticut #5  
 1888 rebuilt  
 62" drivers  
 September 1905 sold to Central New England #214  
 September 1909 or 1907 retired from service  
 AAT

189 June 1873 4-4-0 16x24-60"  
 New York, Boston & Montreal #3  
 1874 sold to Harlem Extension #11 "M. S. Colburn"  
 September 1877 sol to Bennington & Rutland #11 (2<sup>nd</sup>)  
 "M. S. Colburn" (1<sup>st</sup>)  
 1882 to Bennington & Rutland #7 (2<sup>nd</sup>)  
 May 1882 rebuilt at Taunton  
 to Bennington & Rutland #7 (2<sup>nd</sup>) "H. W. Stafford"  
 AAT

190 June 1873 4-4-0 14x24-60"  
 New York, Boston & Montreal #4  
 1874 sold to Dutchess & Columbia #4  
 September 1888 sold to Newburgh, Dutchess & Connecticut #7  
 November 1893 burned in fire  
 1895 rebuilt by Schenectady  
 September 1905 to Central New England #216  
 September 1909 retired from service  
 AAT

191 June 1873 4-4-0 16x24-62"

New York, Boston & Montreal #5  
1874 sold to Dutchess & Columbia #5  
September 1875 sold to Harlem Extension #5  
March 1878 to New York City & Northern #5  
December 1879 leased to Freehold & New York #5  
returned to New York City & Northern #5  
1891 leased to Marietta & North Georgia #5  
sold to Newburgh, Dutchess & Connecticut #6  
September 1905 sold to Central New England #215  
February 1913 scrapped  
AAT

192 August 1873 4-4-0 17x24-61"

New Jersey Southern #26 "Jay Gould"  
August 1883 rebuilt  
17x24-61"  
February 1889 sold to Central Railroad of New Jersey #519  
1903 to Central Railroad of New Jersey #788 (1<sup>st</sup>)  
March 1905 retired from service  
AAT

193 July 1873 4-4-0 16x24-62"

New York, Boston & Montreal #6  
1874 sold to Dutchess & Columbia #6  
February 1877 leased  
September 1888 sold to Newburgh, Dutchess & Connecticut #6  
"Manchester"  
1883 rebuilt  
November 1888 rebuilt  
September 1905 sold to Central New England #215  
December 1912 retired from service  
February 1913 scrapped  
AAT

194 July 1873 4-4-0 16x24-62"

New York, Boston & Montreal #7  
1874 sold to Dutchess & Columbia #7  
August 1877 leased to Freehold & New York #7  
AAT

195 July 1873 4-4-0 16x24-62"

New York, Boston & Montreal #8  
1876 sold to Erie Railway #496  
April 1878 to New York, Lake Erie & Western #496  
1889 to New York, Lake Erie & Western #199  
1895 to Erie Railroad #40  
1897 to Erie Railroad D-odd #373  
April 1897 rebuilt  
Erie Railroad D-7 #373  
October 1911 to New York, Susquehanna & Western #18  
AAT

196 July 1873 4-4-0 16x24-62"

New York, Boston & Montreal #9  
1876 sold to New York, Lake Erie & Western #497  
by June 1889 off roster  
AAT

197 August 1873 4-4-0 16x24-62"

New York, Boston & Montreal #10  
1876 sold to New York, Lake Erie & Western #498  
by June 1889 off roster  
AAT

198 August 1873 4-4-0 14x20

Lake Shore & Tuscarawas Valley #10  
February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #10  
March 1883 sold to Cleveland, Lorain & Wheeling #10  
by 1895 off roster  
AAT

199 August 1873 4-4-0 14x20"

Lake Shore & Tuscarawas Valley #11  
February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #11  
March 1883 sold to Cleveland, Lorain & Wheeling #11  
by 1895 off roster  
AAT

200 1873 4-4-0 15x22-60"  
 Flushing & North Side #12 "Hempstead"  
 1887 sold to Long Island #12 "Babylon"  
 1898 to Long Island Rail Road #3 (1<sup>st</sup>)  
 rebuilt  
 4-4-0T  
 by 1902 off roster  
 AAT

201 September 1873 4-4-0 15x22-62"  
 New Jersey Southern #27 "New York"  
 February 1889 sold to Central Railroad of New Jersey #508  
 October 1900 scrapped  
 AAT

202 August 1873 (AAT says September) 4-4-0 15x22-62"  
 New Jersey Southern #28 "Baltimore"  
 February 1889 sold to Central Railroad of New Jersey #509  
 November 1902 sold to E. H. Wilson (dealer)  
 AAT

203 August 1873 4-4-0 16x24-60"  
 Milwaukee & Northern #9 (1<sup>st</sup>) "DePere"  
 1873 leased to Wisconsin Central #24 (1<sup>st</sup>)  
 August 1882 to Milwaukee & Northern #24  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #924  
 1899 to Chicago, Milwaukee & Saint Paul H-3 #1299  
 by 1910 off roster  
 AAT, WCA, WCZ

204 1873 4-4-0 16x24-62"  
 Milwaukee & Northern #10  
 1880 sold to Chicago, Milwaukee & Saint Paul H-3 #910  
 Chicago, Milwaukee & Saint Paul #318  
 1890 to Chicago, Milwaukee & Saint Paul #108 (2<sup>nd</sup>)  
 1898 to Chicago, Milwaukee & Saint Paul #267  
 AAT, CMK

205 September 1873 4-4-0 16x24-61"  
 Lake Shore & Tuscarawas Valley #12  
 February 1875 sold to Cleveland, Tuscarawas Valley & Wheeling #12  
 March 1883 sold to Cleveland, Lorain & Wheeling #12  
 1895 to Cleveland, Lorain & Wheeling #10  
 AAT

206 September 1873 4-4-0 16x24-62"  
 Rochester & State Line #1 "Rochester"  
 February 1881 sold to Rochester & Pittsburgh #1 "Rochester"  
 October 1882 sold to Buffalo, Rochester & Pittsburgh B #1 (1<sup>st</sup>)  
 "Rochester"  
 1891 scrapped  
 AAT

209 October 1873 0-6-0T 6' gauge 15x22-41"  
 Erie Railway #43  
 1877 to New York, Lake Erie & Western #415  
 1889 to New York, Lake Erie & Western #3  
 1895 to Erie Railroad B-odd #530  
 September 1900 scrapped  
 AAT

210 October 1873 0-6-0T 6' gauge 15x22-41"  
 Erie Railway #66  
 to Erie Railway #502  
 April 1878 to New York, Lake Erie & Western #417  
 1880 rebuilt  
 16x22-41"  
 1889 to New York, Lake Erie & Western #5  
 1895 to Erie Railroad #531  
 by 1901 to Erie Railroad #541  
 by 1902 to Erie Railroad #109  
 by 1912 to Erie Railroad B-odd #562  
 April 1919 scrapped  
 AAT

228 January 1875 0-4-2T 16x22-48"  
 McKean & Buffalo #2 "W. H. Glenny"  
 1876 sold to Erie Railroad #214 (2<sup>nd</sup>)  
 1880 to Erie #432  
 June 1882 rebuilt  
 1889 to Erie #10  
 1895 to Erie #37  
 August 1901 sold to Smith Kirby Company  
 AAT

229 April 1875 2-6-0 17x24-48"

McKean & Buffalo #3

1886 sold to Buffalo, New York & Philadelphia #105 (2<sup>nd</sup>)

September 1887 sold to Western New York & Pennsylvania #105  
to Western New York & Pennsylvania #67 (2<sup>nd</sup>)

1900 retired from service

1901 sold

AAT

230 May 1875 2-6-0 3' gauge 11x16-37.7"

Bath & Hammondsport #2 "Jonathon Robie"

by 1890 off roster

AAT

231 May 1875 4-4-0 17x24-61"

Buffalo, New York & Philadelphia #21

1887 rebuilt at Rome

16x24-63"

September 1887 sold to Western New York & Pennsylvania #21

1891 to Western New York & Pennsylvania #21

1900 retired from service

1903 to Pennsylvania Railroad #6221

1906 to Pennsylvania Railroad #6422

1906 sold to Southern Iron & Equipment

AAT

232 April 1875 4-4-0 15x24-60"

Port Dover & Lake Huron #1; Canada

May 1880 sold to Grand Trunk Railway #501

1885 to Grand Trunk Railway #136

1898 to Grand Trunk Railway #38

1902 to Grand Trunk Railway #125

rebuilt 16x24-60"

November 1903 scrapped

AAT

233 August 1875 4-4-0 16x24-60"

Port Dover & Lake Huron #2; Canada

May 1880 sold to Grand Trunk Railway #502

1885 to Grand Trunk Railway #137

1898 to Grand Trunk Railway #39

1902 to Grand Trunk Railway #128

1904 to Grand Trunk Railway N-1 #164

May 1907 sold to Int. Railway of New Brunswick #3

AAT

234 November 1875 4-4-0 15x22-60"

Illinois Central Railroad #200

July 1890 to Illinois Central Railroad #1302 (1<sup>st</sup>)

by 1896 retired from service

1898 scrapped

AAT, ICR

235 November 1875 4-4-0 17x24-59.7"

Illinois Central Railroad #198

1890 to Illinois Central Railroad #1150 (1<sup>st</sup>)

to Illinois Central Railroad #2150

June 1915 retired from service

AAT

236 November 1875 4-4-0 17x24-59.7"

Illinois Central Railroad #199

1890 to Illinois Central Railroad #1151 (1<sup>st</sup>)

to Illinois Central Railroad #2151

by 1919 retired from service

AAT

237 November 1875 4-4-0 16x24-60"

Illinois Central Railroad #201 (1<sup>st</sup>)

July 1890 to Illinois Central Railroad #1303 (1<sup>st</sup>)

1899 to Illinois Central Railroad #1325 (3<sup>rd</sup>)

August 1902 scrapped

AAT, ICR

238 November 1875 4-4-0 16x24-60"

Illinois Central Railroad #202 (1<sup>st</sup>)

July 1890 to Illinois Central Railroad #1304 (1<sup>st</sup>)

1899 retired from service

AAT, ICR

239 May 1875 0-4-0T 8x10-29.6" steam dummy  
 New York Elevated #9 (2<sup>nd</sup>) "Spuyten Duyvel" (2<sup>nd</sup>)  
 May 1879 leased to Manhattan Railway #9  
 by April 1885 off roster  
 AAT

240 July 1874 0-4-2T 16x22-48"  
 Erie Railroad - for-  
 Barclay Railroad & Coal Company #1 (2<sup>nd</sup>); "Towanda"  
 September 1891 sold to Barclay Railroad #1 "Towanda"  
 1902 sold to Central Pennsylvania Lumber Company #59; Jamison City,  
 Pennsylvania  
 1912 sold to Central Pennsylvania Lumber Company #59; Galetton,  
 Pennsylvania  
 1921-1925 scrapped  
 AAT

241 October 1875 4-4-0 6' gauge 18x24-60"  
 Erie Railway #10 (2<sup>nd</sup>)  
 April 1878 to New York, Lake Erie & Western #10  
 by 1886 off roster  
 AAT

242 December 1875 0-4-0T 8x10-29.6" steam dummy  
 New York Elevated #11 (2<sup>nd</sup>) "Fordham"  
 May 1879 leased to Manhattan Railway #11 "Fordham"  
 by April 1885 off roster  
 AAT

243 October 1875 4-4-0 6' gauge 18x22-60"  
 Erie Railway #14  
 April 1878 sold to New York, Lake Erie & Western #14  
 by 1886 off roster  
 AAT

244 November 1875 4-4-0 6' gauge 18x22-60"  
 Erie Railway #31  
 April 1878 sold to New York, Lake Erie & Western #31  
 by 1887 off roster  
 AAT

245 November 1875 4-4-0 6' gauge 18x22-60"  
 Erie Railway #32  
 April 1878 sold to New York, Lake Erie & Western #32  
 by 1887 off roster  
 AAT

246 December 1875 4-4-0 6' gauge 18x22-60"  
 Erie Railway #39  
 April 1878 sold to New York, Lake Erie & Western #39  
 by 1887 off roster  
 AAT

247 December 1875 4-4-0 6' gauge 18x22-60"  
 Erie Railway #41  
 April 1878 to New York, Lake Erie & Western #41  
 by 1887 off roster  
 AAT

248 December 1875 4-4-0 6' gauge 18x22-60"  
 Erie Railway #44  
 April 1878 sold to New York, Lake Erie & Western #44  
 by 1887 off roster  
 AAT

249 December 1875 4-4-0 6' gauge 18x22-60"  
 Erie Railway #45  
 1877 sold to New York, Lake Erie & Western #45  
 by 1888 off roster  
 AAT

250 1876 2-6-0 3' gauge 11x16-35.8"  
 Cincinnati & Western #1  
 1891 sold to Cincinnati & Westwood #1  
 AAT

251 January 1876 4-4-0 6' gauge 18x22-60"  
 Erie Railway #54  
 April 1878 sold to New York, Lake Erie & Western #53  
 by 1880 off roster  
 AAT

252 January 1876 4-4-0 6' gauge 18x22-60"  
 Erie Railway #58  
 April 1878 sold to New York, Lake Erie & Western #58  
 by March 1880 off roster  
 AAT

253 January 1876 4-4-0 6' gauge 18x22-60"  
 Erie Railway #59  
 April 1878 sold to New York, Lake Erie & Western #59  
 by March 1880 off roster  
 AAT

254 February 1876 4-4-0 6' gauge 18x22-60"  
 Erie Railway #60  
 April 1878 sold to New York, Lake Erie & Western #60  
 by 1880 off roster  
 AAT

255 February 1876 4-4-0 16x24-61"  
 Louisville, New Albany & Chicago #37 (1<sup>st</sup>)  
 by 1882 off roster  
 AAT

256 February 1876 4-4-0 6' gauge 18x22-60"  
 Erie Railway #64  
 April 1878 sold to New York, Lake Erie & Western #64  
 by 1880 off roster  
 AAT

271 May 1876 4-4-0  
 LaFayette, Muncie & Bloomington Railroad #2 "Muncie"  
 to LaFayette, Bloomington & Mississippi Railroad #8  
 RA29

273 May 1876 4-4-0  
 LaFayette, Muncie & Bloomington Railroad #3 "Frankfort"  
 to LaFayette, Bloomington & Mississippi Railroad #9  
 RA29

278 June 1876 4-4-0 16x24-60"  
 Lafayette, Muncie & Bloomington #7  
 to Lafayette, Muncie & Bloomington #13  
 April 1879 sold to Lafayette, Bloomington & Muncie #13  
 December 1879 sold to Lake Erie & Western P-7 #13  
 January 1902 scrapped  
 AAT

279 July 1876 4-4-0 16x24-60"  
 Chicago & Pacific #4  
 April 1880 sold to Chicago, Milwaukee & Saint Paul #335  
 1890 to Chicago, Milwaukee & Saint Paul #428  
 1899 to Chicago, Milwaukee & Saint Paul #1343  
 1913 to Chicago, Milwaukee & Saint Paul H-3 #103 (3<sup>rd</sup>)  
 July 1918 scrapped  
 AAT, CMK

280 July 1876 2-6-0 3' gauge 11x16-36"  
 Emlenton, Shippensburg & Clarion #1  
 May 1880 sold to Bradford, Bordell & Kinzua #1 (1<sup>st</sup>)  
 1884 to Bradford, Bordell & Kinzua #2 (2<sup>nd</sup>)  
 January 1892 destroyed in fire  
 AAT

281 July 1876 4-4-0 16x24-60"  
 Lafayette, Muncie & Bloomington #8  
 to Lafayette, Muncie & Bloomington #14  
 April 1879 sold to Lafayette, Bloomington & Muncie #14  
 December 1879 sold to Lake Erie & Western P-7 #14  
 January 1903 sold  
 AAT

282 1876 2-6-0 3' gauge 11x16-35.6"  
 Cincinnati & Eastern #1  
 AAT

283 August 1876 4-4-0 16x24-60"  
 Chicago & Pacific #5  
 April 1880 sold to Chicago, Milwaukee & Saint Paul #336  
 1890 to Chicago, Milwaukee & Saint Paul #429  
 1899 to Chicago, Milwaukee & Saint Paul #1344  
 1913 to Chicago, Milwaukee & Saint Paul H-3 #104 (5<sup>th</sup>)  
 January 1918 scrapped  
 AAT, CMK

284 August 1876 2-6-0 3' gauge 11x16-36"  
 Emlenton, Shippensburg & Clarion #2  
 March 1881 sold to Florida Southern #1 (1<sup>st</sup>)  
 June 1886 sold to Norfolk & Virginia Beach #6  
 AAT

285 November 1876 4-4-0 17x24-62"  
 Rochester & State Line #4 "Thomas Leighton"  
 February 1881 sold to Rochester & Pittsburgh #4 "Warsaw"  
 1881 rebuilt by Brooks  
 October 1885 sold to Buffalo, Rochester & Pittsburgh C #4 "Warsaw"  
 1902 scrapped  
 AAT

286 October 1876 4-4-0 16x24-60"  
 Lafayette, Muncie & Bloomington Railroad #9 "Hoopston"  
 to Lafayette, Muncie & Bloomington #15  
 April 1879 sold to Lafayette, Bloomington & Muncie #15  
 December 1879 sold to Lake Erie & Western P-7 #15  
 January 1903 sold  
 AAT, RA29

287 1876 2-6-0 3' gauge 11x16-35"  
 Cincinnati & Eastern #2  
 1891 sold to Wetherby & Hood  
 AAT

288 November 1876 4-4-0 17x24-62"  
 Rochester & State Line #3 "I. S. Waterman"  
 February 1881 sold to Rochester & Pittsburgh #3 "Scottsville"  
 1881 rebuilt by Brooks  
 October 1885 sold to Buffalo, Rochester & Pittsburgh C #3 "Scottsville"  
 1899 retired from service  
 AAT

289 1876 2-6-0 3' gauge 11x16-36"  
 Webster City & Crooked Creek #1 (also known as Crooked Creek Railway & Coal Company #1)  
 by May 1916 railroad was converted to standard gauge  
 AAT

290 1876 2-6-0 3' gauge 11x16-36"  
 Mount Sterling Coal Road #2 (or #1)  
 AAT

291 November 1876 4-4-0 16x24-60"  
 Lafayette, Muncie & Bloomington #10  
 to Lafayette, Muncie & Bloomington #16  
 April 1879 sold to Lafayette, Bloomington & Muncie #16  
 December 1879 sold to Lake Erie & Western P-7 #16  
 May 1902 scrapped  
 AAT

292 October 1876 2-6-0 3' gauge 11x16-36"  
 Emmonston, Shippensburg & Clarion #3  
 March 1881 sold  
 July 1881 to Florida Southern #3  
 1886 sold to Norfolk & Virginia Beach #6  
 AAT

293 October 1876 2-6-0 3' gauge 11x16-36"  
 Emmonston, Shippensburg & Clarion #4  
 1881 sold to Pittsburgh, Bradford & Buffalo #4  
 1882 to Pittsburgh, Bradford & Buffalo #24  
 October 1883 sold to Pittsburgh & Western #24  
 1888 to Pittsburgh & Western #14  
 April 1890 sold to Pittsburgh & Northern #14  
 1901 scrapped  
 AAT

294 1876 2-6-0 3' gauge 11x16-35"  
 Burlington & Northwestern #2  
 AAT

295 December 1876 0-4-0T 8x10-29.6" steam dummy  
 New York Elevated #16 (2<sup>nd</sup>) "Tarrytown"  
 May 1879 leased to Manhattan Railway #16  
 May 1886 rebuilt  
 0-4-4T  
 NYLW #132  
 December 1895 rebuilt  
 April 1903 sold to United Gas Improvement Company  
 AAT

296 December 1876 0-4-0T 8x10-29.6" steam dummy  
 New York Elevated #17 "Williamsburg"  
 May 1879 leased to Manhattan Railway #17  
 May 1886 rebuilt  
 0-4-4T  
 NYLW #133  
 March 1906 sold to Rome Locomotive & Machine Works  
 1906 sold to Pebbledale Phosphate; Lakeland, Florida  
 AAT

297 1876 4-4-0 16x24-60"  
 Illinois Midland #34  
 July 1879 sold to United States Rolling Stock Compan  
 July 1879 sold to Evansville & Terre Haute #24  
 1889 to Evansville & Terre Haute #72  
 1904 to Evansville & Terre Haute #472  
 July 1911 sold to Chicago & Eastern Illinois #100 (2<sup>nd</sup>)  
 July 22, 1911 condemned  
 May 1913 retired from service  
 AAT

298 October 1877 4-4-0 16x24-60"  
 Chicago, Milwaukee & Saint Paul #211  
 1899 to Chicago, Milwaukee & Saint Paul H-3 #1395  
 by 1912 off roster  
 AAT

299 October 1877 4-4-0 16x24-60"  
 Chicago, Milwaukee & Saint Paul #212  
 1899 to Chicago, Milwaukee & Saint Paul H-3 #1396  
 by 1912 off roster  
 AAT

300 December 1877 4-4-0 16x24-62"  
 Rochester & State Line #5 "Oliver Allen"  
 February 1881 sold to Rochester & Pittsburgh #5 "Mumford"  
 1881 rebuilt by Brooks  
 October 1885 sold to Buffalo, Rochester & Pittsburgh B #5 "Mumford"  
 1892 scrapped  
 AAT

301 October 1877 4-4-0 16x24-60"  
 Chicago, Milwaukee & Saint Paul #213  
 1899 to Chicago, Milwaukee & Saint Paul H-3 #1345  
 1913 scrapped  
 AAT

302 October 1877 4-4-0 16x24-60"  
 Chicago, Milwaukee & Saint Paul #214  
 1899 to Chicago, Milwaukee & Saint Paul H-3 #1346  
 1913 to Chicago, Milwaukee & Saint Paul H-3 #105 (3<sup>rd</sup>)  
 October 1917 scrapped  
 AAT, CMK

303 March 1877 0-4-0T 8x10-29.6" steam dummy  
 New York Elevated #18 "Brooklyn"  
 May 1879 leased to Manhattan Railway #18  
 May 1886 rebuilt  
 0-4-4T  
 NYLW #134  
 August 1904 sold to Henry Steers Incorporated  
 AAT

304 April 1877 0-4-0T 8x10-29.6" steam dummy  
 New York Elevated #19 "Staten Island"  
 May 1879 leased to Manhattan Railway #19  
 May 1886 rebuilt  
 0-4-4T  
 NYLW #135  
 April 1904 sold to Lyon Cypress Lumber Company  
 AAT

305 1877 4-4-0 3' gauge 12x16-59.7"  
 Cincinnati & Estern #3 "Dick Thompson"  
 1887 sold to George W. Campbell & Son -for-  
 Kinzua Creek & Kane #3  
 sold to Georgia Pacific #304  
 1903 scrapped  
 AAT

306 June 1878 4-4-0 16x24-62"  
 Rochester & State Line #7 "Henry A. Taylor"  
 February 1881 sold to Rochester & Pittsburgh #7 "Lincoln Park"  
 1881 rebuilt by Brooks  
 October 1885 sold to Buffalo, Rochester & Pittsburgh #7 B "Lincoln Park"  
 1892 scrapped  
 AAT

307 June 1878 4-4-0 16x24-62"  
 Rochester & State Line #6 "D. D. S. Brown"  
 February 1881 sold to Rochester & Pittsburgh #6 "Silver Lake"  
 1881 rebuilt by Brooks  
 October 1885 sold to Buffalo, Rochester & Pittsburgh B #6 "Silver Lake"  
 1892 scrapped  
 AAT

308 July 1877 0-4-0T 8x10-29.6" steam dummy  
 New York Elevated #20  
 May 1879 leased to Manhattan Railway #20  
 June 1886 rebuilt by New York Locomotive Works #136  
 0-4-4T  
 September 1903 to American China Development Company  
 AAT

309 July 1877 0-4-0T 8x10-29.6" steam dummy  
 New York Elevated #21  
 May 1879 leased to Manhattan Railway #21  
 June 1886 rebuilt by New York Locomotive Works #137  
 0-4-4T  
 sold to Hicks  
 sold to Western Alaska Construction Company  
 1906 sold to Council City & Solomon River #1  
 AAT

325 April 1878 4-4-0 3' gauge 12x16-42"  
 Olean, Bradford & Warren #6 "Florence"  
 1880 to Olean, Bradford & Warren #11  
 June 1882 sold to Coudersport & Port Allegheny #1  
 May 1891 sold to Liberty Iron Company  
 AAT

326 April 1878 2-6-0 3' gauge 12x18-36"  
 Olean, Bradford & Warren #5 "Mountain Queen"  
 1880 to Olean, Bradford & Warren #10  
 January 1882 sold to Coudersport & Port Allegheny #3 (1<sup>st</sup>)  
 1887 sold to Buffalo, New York & Philadelphia #120  
 September 1887 sold to Western New York & Pennsylvania #120  
 1889 to Western New York & Pennsylvania #210  
 1899 sold to Bradford, Bordell & Kinzua #6 (2<sup>nd</sup>)  
 July 1905 sold to Keating & Smithport #6  
 1911 sold to Mount Jewett, Kinzua & Ritterville #6 (2<sup>nd</sup>)  
 1913 scrapped  
 AAT

327 May 1878 2-6-0 3' gauge 12x18-36"  
 Kendall & Eldred #1  
 sold to Olean, Bradford & Warren #8  
 1884 sold to Buffalo, New York & Philadelphia #111  
 February 1887 sold to New York Locomotive Works  
 AAT

328 June 1878 2-6-0 3' gauge 12x18-36"  
 Kendall & Eldred #2  
 sold to Olean, Bradford & Warren #9  
 1884 sold to Buffalo, New York & Philadelphia #112  
 1887 sold to New York Locomotive Works  
 1887 sold to Tunnelton, Kingwood & Fairchance #2  
 January 1895 sold to West Virginia No. 2  
 December 1895 off roster  
 AAT

329 June 1878 2-6-0 3' gauge 12x18-36"  
 Kendall & Eldred #3  
 sold to Olean, Bradford & Warren #10  
 1884 sold to Buffalo, New York & Philadelphia #113  
 1887 sold to New York Locomotive Works  
 AAT

330 November 1878 2-6-0 3' gauge 11x16-36"  
 Springfield, Jackson & Pomeroy #10  
 September 1879 sold to Dayton & Southeastern #7  
 March 1881 sold to Toledo, Delphos & Burlington #35  
 February 1882 sold to Toledo, Cincinnati & Saint Louis #35  
 June 1884 sold to Dayton & Ironton #35  
 1887 sold to Kingwood & Tunnelton #1  
 1888 sold to Tunnelton, Kingwood & Fairchance #1  
 January 1895 sold to West Virginia Northern #1  
 December 1895 railroad was rebuilt standard gauge  
 AAT

331 1878 2-6-0 3' gauge 12x18-36"  
 Cincinnati, Effingham & Quincy Construction #3  
 1895 sold to William McAdie  
 AAT

332 July 1878 4-4-0 17x24-62"  
 Buffalo & Southwestern #8  
 1895 sold to Erie Railroad D-4 #110  
 October 1902 scrapped  
 AAT

333 July 1878 4-4-0 17x24-62"  
 Buffalo & Southwestern #9  
 1895 sold to Erie Railroad D-4 #111  
 July 1899 scrapped  
 AAT

334 August 1878 2-6-0 3' gauge 12x18-36"  
 Springfield, Jackson & Pomeroy #7  
 by November 1879 off roster  
 AAT

335 September 1878 2-6-0 3' gauge 12x18-36"  
 Springfield, Jackson & Pomeroy #8  
 September 1879 sold to Dayton & Southeastern #6  
 March 1881 sold to Toledo, Delphos & Burlington #34  
 February 1882 sold to Toledo, Cincinnati & Saint Louis #34  
 June 1884 sold to Dayton & Ironton #34  
 April 1893 sold to Cartegena & Magdalena Railway  
 AAT

336 October 1878 2-6-0 3' gauge 12x18-36"  
 Springfield, Jackson & Pomeroy #9  
 by November 1879 off roster  
 AAT

337 August 1878 4-4-0 17x24-62"  
 Rochester & State Line #10 "A. D. Scott"  
 February 1881 sold to Rochester & Pittsburgh #10 "A. D. Scott"  
 October 1885 sold to Buffalo, Rochester & Pittsburgh C #10 "A. D. Scott"  
 1900 retired from service  
 AAT

338 September 1878 4-4-0 17x24-62"  
 Rochester & State Line #11 "J. E. Childs"  
 February 1881 sold to Rochester & Pittsburgh #11 "J. E. Childs"  
 October 1885 sold to Buffalo, Rochester & Pittsburgh C #11 "J. E. Childs"  
 1896 scrapped  
 AAT

339 November 1878 4-4-0 3' gauge 12x16-46"  
 Springfield, Jackson & Pomeroy #11  
 by November 1879 sold  
 April 1891 sold to Keystone Lumber & Improvement Company #4  
 AAT

340 1878 4-4-0 3' gauge 11.2x16-43"  
 Minnesota Midland #5  
 February 1883 sold to Chicago, Milwaukee & Saint Paul #438  
 1899 to Chicago, Milwaukee & Saint Paul #1404  
 rebuilt  
 12x18"  
 August 1905 retired from service  
 AAT

341 1878 4-4-0 3' gauge 12x16-46"  
 Columbus & Maysville Railroad #1  
 1890 sold to Sabine Tram Company #1  
 AAT

342 1878 0-4-4T 3' gauge 9x12-33"  
 Springfield & Sardinia Railroad #1  
 1892 sold to Swift & Roberts  
 AAT

343 October 1878 4-4-0 17x24-62"  
 Buffalo & Southwestern #10  
 by February 1893 retired from service  
 AAT

344 November 1878 4-4-0 16x24-62"  
 Buffalo & Southwestern #11  
 1895 sold to Erie Railroad #112  
 1897 to D-4 #335  
 July 1897 rebuilt by Baldwin (c/n 15422)  
 Erie Railroad D-6 #335  
 August 1918 scrapped  
 AAT

345 February 1879 4-4-0 3' gauge 12x16-42"  
 Texas & Saint Louis #5 "J. W. Paramore"  
 1882 sold to Lock Moore & Company  
 to Connonton Valley & Straitsville #17 (2<sup>nd</sup>) "Oscar Wilde"  
 1885 sold to Cleveland & Canton #17 (2<sup>nd</sup>) "Oscar Wilde"  
 1889 sold to New York Equipment Company  
 1889 to Salt Lake Valley & Fort Douglas #17  
 1890 sold to Utah Central Railway #17  
 1897 sold to Utah Central Railroad #17  
 by 1908 sold to Salt Lake & Ogden  
 sold to Lock Moore & Company #1  
 AAT

345 July 1879 4-4-0 (narrow gauge)  
 Tyler Tap #5 "J. W. Paramore"  
 June 23, 1887 sold to Connonton Valley & Straitsville  
 1889 sold to New York Equipment Company  
 RA29

346 April 1878 4-4-0 3' gauge 12x16-42"  
 Chicago & Atlantic #1 "Huntington"  
 1890 sold to Chicago & Erie #1  
 AAT

347 1879 2-6-0 3' gauge 12x16-36"  
 Saint Joseph & Des Moines #2  
 February 1885 railroad rebuilt to Standard gauge  
 AAT

348 January 1879 2-6-0 3' gauge 12x18-36"  
 Olean, Bradford & Warren #2 (2<sup>nd</sup>)  
 April 1879 sold to Bellaire & Southwestern #2 "Beallsville"  
 1882 sold to Bellaire, Zanesville & Cincinnati #2 "Beallsville"  
 1913 scrapped at Mill Run shops  
 AAT

349 January 1879 2-6-0 3' gauge 12x18-36"  
 Olean, Bradford & Warren #7 (1<sup>st</sup>)  
 1880 to #2 (3<sup>rd</sup>)  
 sold to Tonawanda Valley & Cuba #2  
 1884 sold to Buffalo, New York & Pennsylvania #108  
 October 1887 sold to Western New York & Pennsylvania #201  
 January 1892 sold to Attica & Freedom #2  
 October 1894 sold to Buffalo, Attica & Arcade #2  
 1898 sold to L. S. Clough #2  
 to Pittsburg, Titusville & Eastern #2  
 1898 sold to Allegheny Central #7  
 1899 sold to Pittsburg, Shawmut & Northern  
 AAT

350 March 1879 2-6-0 3' gauge 12x18-36"  
 Kendall & Eldred #4  
 1884 sold to Buffalo, New York & Philadelphia #114  
 1887 sold to Coudersport & Port Allegheny #3  
 1889 sold to Olean, Bradford & Warren #11  
 sold to Western New York & Pennsylvania #202  
 March 1903 sold to Southern Iron & Equipment #195  
 August 1903 sold to Crystal River Lumber  
 AAT

351 1879 4-4-0 16x24-60.2"  
 Utica, Ithaca & Elmira #8  
 March 1884 sold to Elmira, Cortland & Northern #8  
 1884 to #6  
 1896 sold to Lehigh Valley #906  
 1905 to #2535  
 October 1910 scrapped  
 AAT

352 1879 4-4-0 16x24-60.2"

Utica, Ithaca & Elmira #13 (1<sup>st</sup>)

1883 to #14 (2<sup>nd</sup>)

March 1884 sold to Elmira, Cortland & Northern #14

1884 to #4

1896 sold to Lehigh Valley #904

1905 to E-6 #2522

October 1906 sold to New York, Auburn & Lansing #2

April 1914 sold to Central New York Southern #2

February 1916 destroyed in fire

AAT

353 1879 0-4-0 14x22-50"

East Saint Louis Connecting #1

AAT

354 October 1879 0-4-0 14x22-50"

Saint Paul, Minneapolis & Manitoba #51 (1<sup>st</sup>)

1880 to Saint Paul, Minneapolis & Manitoba #3

February 1890 to Great Northern 3 class #3 (1<sup>st</sup>)

June 1901 scrapped

AAT, KJB

355 June 1879 4-4-0 16x24-61"

Lafayette, Bloomington & Muncie #18

1879 to #24

December 1879 sold to Lake Erie & Western P-7 #24 (1<sup>st</sup>)

1901 retired from service

AAT

356 May 1879 4-4-0 14x22-60"

Dakota Southern #5 "G. E. Merchant"

October 1879 to Sioux City & Dakota #5 "G. E. Merchant"

February 1881 sold to Chicago, Milwaukee & Saint Paul #331

1890 to Chicago, Milwaukee & Saint Paul #527 (2<sup>nd</sup>)

1899 to Chicago, Milwaukee & Saint Paul H-1 #1410 (1<sup>st</sup>)

September 1905 scrapped

AAT, CMK

357 1879 2-6-0 3' gauge 12x16-36"

Saint Joseph & Des Moines #3

February 1885 railroad rebuilt to Standard gauge

AAT

358 July 1879 2-6-0 3' gauge 12x18-36"

Dayton & Southeastern #5

July 1881 sold to Toledo, Delphos & Burlington #32

February 1882 sold to Toledo, Cincinnati & Saint Louis #32

June 1884 sold to Dayton & Ironton #32

June 1887 sold to Bradford, Bordell & Kinzua #5 (2<sup>nd</sup>)

January 1892 destroyed in fire

AAT

359 June 1879 4-4-0 17x24-56"

New York City & Northern #1

October 1887 sold to New York & Northern #1

by 1894 off roster

AAT

360 1879 2-6-0 3' gauge 12x18-36½"

Washington City, Virginia Midland & Great Southern #2

September 1894 sold to Chester & Lenoir Narrow Gauge #5

AAT

360 1900 4-6-0

Illinois Central Railroad #59 (3<sup>rd</sup>)

00/1921 sold to N de M #892

(never paid for by N de M)

ICR

361 July 1879 4-4-0 17x24-56"

New York City & Northern #2

October 1887 sold to New York & Northern #2

January 1894 to New York Central (New York Central & Hudson River)

#1112 (2<sup>nd</sup>)

August 1899 scrapped

AAT, BAX

362 October 1879 4-4-0 17x24-56"

New York City & Northern #3

October 1887 to New York & Northern #3

January 1894 to New York Central (New York Central & Hudson River)

#1113 (2<sup>nd</sup>)

August 1899 scrapped

AAT, BAX

363 October 1879 4-4-0 17x24-56"  
 New York City & Northern #4  
 October 1887 sold to New York & Northern #4  
 by 1894 off roster  
 AAT

364 July 1879 4-4-0 16x24-61"  
 Lafayette, Bloomington & Muncie #19  
 1879 to #25  
 December 1879 sold to Lake Erie & Western P-7 #25 (1<sup>st</sup>)  
 1901 retired from service  
 AAT

365 August 1879 2-6-0 14x22-42"  
 Springfield Southern #1 "Anaconda"  
 April 1881 sold to Ohio Southern #1  
 January 1887 burned  
 by 1901 off roster  
 AAT

366 September 1879 2-6-0 14x22-42"  
 Springfield Southern #2  
 April 1881 sold to Ohio Southern #2  
 by 1901 off roster  
 AAT

367 September 1879 4-4-0 3' gauge 14x16-42.2"  
 Mexico, Toluca & Cuantitlan #4 "Tula"  
 1881 sold to Mexican National #7 (1<sup>st</sup>)  
 1899 sold to Galvey & Casado Railroad "Tula"  
 AAT

368 August 1879 4-4-0 16x24-61"  
 Southern Minnesota #7  
 April 1880 sold to Chicago, Milwaukee & Saint Paul #345 (1<sup>st</sup>)  
 1890 to Chicago, Milwaukee & Saint Paul #287 (2<sup>nd</sup>)  
 1899 to Chicago, Milwaukee & Saint Paul H-3 #1347 (2<sup>nd</sup>)  
 by 1913 off roster  
 AAT, CMK

369 September 1879 4-4-0 16x24-61"  
 Lafayette, Bloomington & Muncie #20 (1<sup>st</sup>)  
 1879 to #26  
 December 1879 sold to Lake Erie & Western P-7 #26 (1<sup>st</sup>)  
 1901 to #9  
 January 1903 sold  
 AAT

370 September 1879 4-4-0 16x24-61"  
 Lafayette, Bloomington & Muncie #21  
 1879 to #27  
 December 1879 sold to Lake Erie & Western P-7 #27 (1<sup>st</sup>)  
 1901 retired from service  
 AAT

371 September 1879 4-4-0 16x24-61"  
 Southern Minnesota #8  
 April 1880 sold to Chicago, Milwaukee & Saint Paul #346 (1<sup>st</sup>)  
 1890 to Chicago, Milwaukee & Saint Paul #288 (2<sup>nd</sup>)  
 1899 to Chicago, Milwaukee & Saint Paul #1348 (1<sup>st</sup>)  
 1913 to Chicago, Milwaukee & Saint Paul H-3 #106 (4<sup>th</sup>)  
 January 1914 scrapped  
 AAT, CMK

372 October 1879 4-4-0 14x22-55.7"  
 Buffalo, Rochester & Pittsburgh #9  
 January 1897 sold to Silver Lake Railway #3 (1<sup>st</sup>)  
 AAT

373 September 1879 0-4-4T 3' gauge 10x16-36½"  
 Saginaw & Mount Pleasant #1  
 AAT

374 October 1879 0-4-4T 3' gauge 10x16-36½"  
 Saginaw & Mount Pleasant #2  
 AAT

375 February 1880 2-6-0 3' gauge 12x18-40"  
 Texas & Saint Louis #3 "M. C. Humphrey"  
 1886 scrapped  
 AAT

376 November 1879 2-6-0 3' gauge 12x18-36"  
Texas & Saint Louis #4 "W. M. Senter"  
April 1886 sold to Texas State Railroad #2; Rusk Penitentiary, Rusk,  
Texas  
sold to Birmingham Rail & Locomotive  
rebuilt  
Standard gauge  
February 13, 1911 sold to E. Sondheimer #8 -for-  
Lake Providence, Texarkana & Western #8  
1920 sold to Southern Iron & Equipment #1609  
May 14, 1921 sold to James River Sand & Gravel #1  
AAT

377 October 1879 4-4-0 16x24-61"  
Lafayette, Bloomington & Muncie #22  
1879 to #28  
December 1879 sold to Lake Erie & Western P-7 #28 (1<sup>st</sup>)  
1901 retired from service  
AAT

378 October 1879 4-4-0 16x24-61"  
Lafayette, Bloomington & Muncie #23  
1879 to #29  
December 1879 sold to Lake Erie & Western P-7 #29 (1<sup>st</sup>)  
1901 retired from service  
AAT

379 00/1879 4-4-0 16x22-57 ½  
Ohio & West Virginia #71  
August 1881 sold to Columbus, Hocking Valley & Toledo #71 (1<sup>st</sup>)  
by 1900 off roster  
AAT

380 00/1879 4-4-0 16x22-57 ½  
Ohio & West Virginia #72  
August 1881 sold to Columbus, Hocking Valley & Toledo #72 (1<sup>st</sup>)  
by 1900 off roster  
AAT

381 00/1879 4-4-0 16x22-57 ½  
Ohio & West Virginia #73  
August 1881 sold to Columbus, Hocking Valley & Toledo #73 (1<sup>st</sup>)  
by 1900 off roster  
AAT

382 November 1879 2-6-0 18x24-57  
Cleveland, Columbus, Cincinnati & Indianapolis #69  
1882 to Cleveland, Columbus, Cincinnati & Indianapolis #600  
1887 to #344  
1889 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint  
Louis) #344 (2<sup>nd</sup>)  
1905 sold to New York Central E-61 #6304 (1<sup>st</sup>)  
January 1910 scrapped  
AAT, BAX

383 December 1879 2-6-0 18x24-57  
Cleveland, Columbus, Cincinnati & Indianapolis #70  
1882 to Cleveland, Columbus, Cincinnati & Indianapolis #601  
1889 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint  
Louis) #345 (2<sup>nd</sup>)  
1905 sold to New York Central E-61 #6305 (1<sup>st</sup>)  
January 1910 scrapped  
AAT, BAX

384 December 1879 2-6-0 18x24-57  
Cleveland, Columbus, Cincinnati & Indianapolis #79  
1882 to Cleveland, Columbus, Cincinnati & Indianapolis #602  
1889 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint  
Louis) #346 (2<sup>nd</sup>)  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
E-61 #6306 (1<sup>st</sup>)  
November 1909 scrapped  
AAT, BAX

385 December 1879 2-6-0 18x24-57  
Cleveland, Columbus, Cincinnati & Indianapolis #72  
1882 to Cleveland, Columbus, Cincinnati & Indianapolis #603  
1889 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint  
Louis) #347 (2<sup>nd</sup>)  
1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint  
Louis) E-61 #6307 (1<sup>st</sup>)  
December 1911 scrapped  
AAT, BAX

386 December 1879 2-6-0 18x24-57  
 Cleveland, Columbus, Cincinnati & Indianapolis #73  
 1882 to Cleveland, Columbus, Cincinnati & Indianapolis #604  
 1889 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #348 (2<sup>nd</sup>)  
 1905 sold to New York Central (New York Central & Hudson River) E-61 #6308 (1<sup>st</sup>)  
 December 1911 scrapped  
 AAT, BAX

387 December 1879 4-4-0 17x24-66  
 Marietta & Cincinnati #91  
 February 1883 sold to Cincinnati, Washington & Baltimore #91  
 January 1886 rebuilt  
 AAT

388 December 1879 4-4-0 17x24-60  
 Marietta & Cincinnati #92  
 February 1883 sold to Cincinnati, Washington & Baltimore #92  
 September 1883 rebuilt  
 AAT

389 January 1880 4-4-0 17x24-60  
 Marietta & Cincinnati #93  
 February 1883 sold to Cincinnati, Washington & Baltimore #93  
 May 1887 rebuilt  
 AAT

390 January 1880 4-4-0 17x24-66  
 Marietta & Cincinnati #94  
 February 1883 sold to Cincinnati, Washington & Baltimore #94  
 March 1884 rebuilt  
 AAT

391 January 1880 4-4-0 14x22-42  
 Springfield Southern #3  
 April 1881 sold to Ohio Southern #3  
 January 1887 burned  
 by 1901 off roster  
 AAT

392 January 1880 4-4-0 17x24-66  
 Marietta & Cincinnati #95  
 February 1883 sold to Cincinnati, Washington & Baltimore #95  
 July 1885 rebuilt  
 AAT

393 January 1880 4-4-0 17x24-61  
 Peoria, Decatur & Evansville #7  
 July 1901 sold to Illinois Central #1205  
 June 1902 destroyed in fire  
 AAT

394 January 1880 4-4-0 16x24-61  
 Lake Erie & Western P-8 class #30  
 rebuilt 17x24-63  
 Lake Erie & Western Q-7 #30  
 00/1902 retired from service  
 AAT

395 January 1880 4-4-0 16x24-61  
 Lake Erie & Western P-8 #31  
 rebuilt 17x24-63  
 Lake Erie & Western Q-7 #31  
 January 1902 scrapped  
 AAT

396 February 1880 2-6-0 14x22-42  
 Springfield Southern #4  
 April 1881 sold to Ohio Southern #4  
 by 1897 off roster  
 AAT

397 February 1880 2-6-0 14x22-42  
 Springfield Southern #5  
 April 1881 sold to Ohio Southern #5  
 by 1897 off roster  
 AAT

398 February 1880 2-6-0 14x22-42  
 Springfield Southern #6  
 April 1881 sold to Ohio Southern #6  
 by 1899 off roster  
 AAT

399 February 1880 4-4-0 14x22-56  
 Springfield Southern #9  
 April 1881 sold to Ohio Southern #9  
 by 1899 off roster  
 AAT

407 March 1880 2-6-0 3' gauge 13x20-42"  
 Cairo & Saint Louis #25  
 post-June 1881 to Saint Louis & Cairo #25  
 1886 sold to Saint Louis, Des Moines & Northern #25  
 sold to Seaboard Railway of Alabama #25  
 1895 sold to Oak Grove & Georgetown #25  
 to #3  
 by 1910 off roster  
 AAT

408 1880 0-6-0T 17x24-48"  
 Ohio & Mississippi #125  
 AAT

409 1880 0-6-0T 17x24-48"  
 Ohio & Mississippi #126  
 AAT

410 1880 4-4-0 16x22-57%"  
 Ohio & West Virginia #74  
 August 1881 sold to Columbus, Hocking Valley & Toledo #74 (1<sup>st</sup>)  
 by 1900 off roster  
 AAT

411 1880 4-4-0 16x22-57%"  
 Ohio & West Virginia #75  
 August 1881 sold to Columbus, Hocking Valley & Toledo #75 (1<sup>st</sup>)  
 by 1900 off roster  
 AAT

412 1880 4-4-0 16x22-57%"  
 Ohio & West Virginia #76  
 August 1881 sold to Columbus, Hocking Valley & Toledo #76 (1<sup>st</sup>)  
 by 1900 off roster  
 AAT

413 April 1880 2-6-0 14x22-42"  
 Springfield Southern #7  
 April 1881 sold to Ohio Southern #7  
 by 1899 off roster  
 AAT

414 April 1880 2-6-0 14x22-42"  
 Springfield Southern #8  
 April 1881 sold to Ohio Southern #8  
 January 1887 burned  
 by 1897 off roster  
 AAT

415 April 1880 4-4-0 14x24-56"  
 Milwaukee, Lake Shore & Western J #28 (UEN says #27)  
 October 1893 sold to Chicago & North Western J #928  
 October 1895 sold to Big Falls Railroad #2 (AAT says October 1905)  
 AAT, UEN

416 May 1880 4-4-0 18x22-68"  
 New York, Lake Erie & Western #51  
 November 1895 sold to Erie Railroad #370  
 1897 to D-1 #383  
 July 1901 scrapped  
 AAT

417 May 1880 4-4-0 18x22-68"  
 New York, Lake Erie & Western #52  
 November 1895 sold to Erie Railroad D-1 #371  
 December 1896 rebuilt D-6  
 October 1917 scrapped  
 AAT

418 May 1880 4-4-0 18x22-68"  
 New York, Lake Erie & Western #53  
 November 1895 sold to Erie Railroad D-1 #372  
 December 1896 rebuilt D-6  
 July 1919 scrapped  
 AAT

419 May 1880 4-4-0 18x22-68"  
 New York, Lake Erie & Western #54  
 November 1895 sold to Erie Railroad #373  
 1897 to D-1 #386  
 October 1891 scrapped  
 AAT

420 June 1880 4-4-0 3' gauge 12x16-42"  
 Bradford, Bordell & Kinzua #3  
 January 1892 destroyed by fire  
 AAT

421 May 1880 4-4-0 18x22-68"  
 New York, Lake Erie & Western #55  
 November 1895 sold to Erie Railroad #374  
 1897 to D-1 #365  
 March 1897 rebuilt D-6  
 February 1913 scrapped  
 AAT

422 May 1880 4-4-0 18x22-68"  
 New York, Lake Erie & Western #56  
 November 1895 sold to Erie Railroad #375  
 1897 to D-1 #388  
 June 1908 scrapped  
 AAT

423 May 1880 4-4-0 18x22-68"  
 New York, Lake Erie & Western #57  
 November 1895 sold to Erie Railroad D-1 #376  
 August 1897 rebuilt D-6  
 January 1916 scrapped  
 AAT

424 May 1880 4-4-0 18x22-68"  
 New York, Lake Erie & Western #58  
 November 1895 sold to Erie Railroad D-1 #377  
 February 1905 scrapped  
 AAT

425 June 1880 4-4-0 18x22-68"  
 New York, Lake Erie & Western #59  
 November 1895 sold to Erie Railroad D-1 #378  
 July 1921 scrapped  
 AAT

426 June 1880 4-4-0 16x24-66"  
 Peoria, Decatur & Evansville #11  
 September 1900 (AAT says July 1901) to Illinois Central Railroad  
 #1339 (2<sup>nd</sup>)  
 December 1901 scrapped  
 AAT, ICR

427 June 1880 4-4-0 17x24-60"  
 Peoria, Decatur & Evansville #9  
 July 1901 sold to Illinois Central Railroad #1207  
 May 1914 scrapped  
 AAT

428 June 1880 4-4-0 17x24-60"  
 Peoria, Decatur & Evansville #10  
 July 1901 sold to Illinois Central #1208  
 May 1914 scrapped  
 AAT

429 June 1880 4-4-0 18x22-68"  
 New York, Lake Erie & Western #60  
 November 1895 sold to Erie Railroad D-1 #379  
 August 1899 scrapped  
 AAT

430 1880 4-4-0 18x22-68"  
 New York, Lake Erie & Western #61  
 November 1895 sold to Erie Railroad D-1 #380  
 April 1907 scrapped  
 AAT

431 1880 4-4-0 18x22-68"  
 New York, Lake Erie & Western #62  
 November 1895 sold to Erie Railroad D-1 #381  
 November 1910 scrapped  
 AAT

443 0/1880 4-4-0  
 LE&W #33  
 00/1905 to New York Central (LE&W) C-45 #4201 (1<sup>st</sup>)  
 00/1908 sold  
 BAX

444 August 1880 4-4-0 17x24-61"

Lake Erie & Western Q-7 #34

1905 sold to New York Central (LE&W) C-45 #4202 (1<sup>st</sup>)

July 1907 sold

AAT, BAX

445 August 1880 4-4-0 16x22-58"

Ohio & West Virginia #77

August 1881 sold to Columbus, Hocking Valley & Toledo #77 (1<sup>st</sup>)

1882 to #59

1887 sold to Columbus & Eastern #5

November 1889 sold to Columbus, Shawnee & Hocking Valley #5

January 1894 sold to Columbus, Sandusky & Hocking #5

by 1903 off roster

AAT

446 August 1880 4-4-0 16x28-58"

Ohio & West Virginia #78

August 1881 sold to Columbus, Hocking Valley & Toledo #78 (1<sup>st</sup>)

1882 to #60

1887 sold to Columbus & Eastern #6

November 1889 sold to Columbus, Shawnee & Hocking Valley #6 (1<sup>st</sup>)

by 1890 off roster

AAT

447 August 1880 2-6-0 16x24-49½"

Flint & Pere Marquette #48

January 1900 sold to Pere Marquette M-3 #254

1900 rebuilt

0-6-0

Pere Marquette S-7 #443

1915 scrapped

AAT

448 August 1880 2-6-0 16x24-49½"

Flint & Pere Marquette #49

January 1900 sold to Pere Marquette M-3 #255

1900 rebuilt

0-6-0

Pere Marquette S-7 #444

1915 scrapped

AAT

449 September 1880 2-6-0 16x24-49½"

Flint & Pere Marquette #50

January 1900 sold to Pere Marquette M-3 #256

1916 scrapped

AAT

450 September 1880 2-6-0 16x24-49½"

Flint & Pere Marquette #51

January 1900 sold to Pere Marquette M-3 #257

1916 scrapped

AAT

451 September 1880 2-6-0 16x24-49½"

Flint & Pere Marquette #52

January 1900 sold to Pere Marquette M-3 #258

1900 rebuilt

0-6-0

Pere Marquette S-7 #440

1916 scrapped

AAT

452 September 1880 4-4-0 17x24-56"

New York City & Northern #5

October 1887 sold to New York & Northern #5

January 1894 sold to New York & Putnam #5

February 1894 to New York Central (New York Central & Hudson River)

#1121 (2<sup>nd</sup>)

August 1899 scrapped

AAT, BAX

453 September 1880 4-4-0 17x24-56"

New York City & Northern #6

October 1887 sold to New York & Northern #6

January 1894 sold to New York & Putnam #6

February 1894 sold to New York Central (New York Central & Hudson River) #1122 (2<sup>nd</sup>)

August 1899 scrapped

AAT, BAX

454 September 1880 4-4-0 17x24-56"  
New York City & Northern #7  
October 1887 sold to New York & Northern #7  
January 1894 sold to New York & Putnam #7  
February 1894 sold to New York Central (New York Central & Hudson River) #1123 (2<sup>nd</sup>)  
August 1899 scrapped  
AAT, BAX

455 September 1880 2-6-0 3' gauge 12x18-36"  
Bradford, Bordell & Kinzua #5  
1887 wrecked  
January 1892 scrapped  
AAT

456 September 1880 4-4-0 17x24-60"  
Peoria, Decatur & Evansville #12  
July 1901 sold to Illinois Central Railroad #1209  
1901 sold to Cleveland, Lorain & Wheeling #37  
1902 sold to Baltimore & Ohio #632  
AAT

457 September 1880 4-4-0 17x24-61"  
Ohio Central #14  
1885 sold to Toledo & Ohio Central #14  
1901 to #466 (1<sup>st</sup>)  
by 1907 retired from service  
AAT

458 October 1880 4-4-0 17x24-61"  
Ohio Central #15  
1885 sold to Toledo & Ohio Central #15  
1901 to #401  
October 1902 scrapped  
AAT

459 October 1880 4-4-0 17x24-61"  
Lake Erie & Western Q-7 #35  
1905 sold to New York Central (LE&W) C-45 #4203 (1<sup>st</sup>) (number assigned but never applied)  
May 1905 scrapped  
AAT, BAX

460 October 1880 4-4-0 16x24-66"  
Peoria, Decatur & Evansville #13  
September 1900 (AAT says July 1901) to Illinois Central Railroad #1340 (1<sup>st</sup>)  
December 1901 scrapped  
AAT, ICR

461 October 1880 2-6-0 18x24-57"  
Cincinnati, Indianapolis, Saint Louis & Chicago #2 (2<sup>nd</sup>)  
June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #271  
00/1889 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) #271 (2<sup>nd</sup>)  
by 1899 off roster  
AAT, BAX

462 October 1880 2-6-0 18x24-57  
Cincinnati, Indianapolis, Saint Louis & Chicago #9  
June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #272  
00/1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-63 #6347 (1<sup>st</sup>)  
November 1909 scrapped  
AAT, BAX

464 October 188- 2-6-0 3' gauge 15x18-38"  
Colorado Central #10  
1885 to #152  
1890 sold to Union Pacific, Denver & Gulf #152  
1896 to #6  
December 1898 sold to Colorado & Southern #16  
sold to Kaaterskill Railroad #3  
sold to Ulster & Delaware #4  
1898 sold to Catskill & Tannersville #1 (1<sup>st</sup>) "Isaac Pruyn"  
1908 retired from service  
boiler to Catskill Mountain House  
AAT

465 October 1880 2-6-0 3' gauge 15x18-38"  
 Colorado Central #11  
 1885 to #153  
 1890 sold to Union Pacific, Denver & Gulf #153  
 1896 to #2  
 December 1898 sold to Colorado & Southern #2  
 by January 1902 sold  
 AAT

466 October 1880 0-4-0T 15x22-55"  
 New York City & Northern #8  
 October 1887 sold to New York & Northern #8  
 January 1894 sold to New York & Putnam #8  
 February 1894 sold to New York Central (New York Central & Hudson River) #43 (5<sup>th</sup>)  
 August 1899 scrapped  
 AAT, BAX

467 November 1880 4-4-0 16x24-66"  
 Peoria, Decatur & Evansville #14  
 September 1900 (AAT says July 1901) to Illinois Central Railroad #1341 (2<sup>nd</sup>)  
 December 1901 sold  
 AAT, ICR

468 November 1880 4-4-0 17x24-61"  
 Ohio Central #16  
 1885 sold to Toledo & Ohio Central #16  
 1900 to #45  
 1901 to #402  
 March 1924 scrapped  
 AAT

469 November 1880 4-4-0 17x24-60"  
 Peoria, Decatur & Evansville #15  
 July 1901 sold to Illinois Central Railroad #1213  
 November 1909 retired from service  
 AAT

470 November 1880 4-4-0 17x24-60"  
 Peoria, Decatur & Evansville #16  
 July 1901 sold to Illinois Central Railroad #1214  
 June 1914 scrapped  
 AAT

471 November 1880 4-4-0 17x24-61"  
 Lake Erie & Western Q-7 #36  
 1905 to New York Central (LE&W) C-45 #4204 (1<sup>st</sup>)  
 June 1907 sold  
 AAT, BAX

472 November 1880 4-4-0 17x24-61"  
 Lake Erie & Western Q-7 #37  
 1905 to New York Central (LE&W) C-45 #4205 (1<sup>st</sup>)  
 June 1907 sold  
 AAT, BAX

473 November 1880 4-4-0 17x24-61"  
 Lake Erie & Western Q-7 #38  
 January 1903 sold  
 AAT

474 November 1880 4-4-0 17x24-61"  
 Lake Erie & Western Q-7 #39  
 June 1902 sold  
 AAT

475 November 1880 4-4-0 17x24-61"  
 Lake Erie & Western Q-7 #40  
 1905 sold to New York Central (LE&W) C-45 #4206 (1<sup>st</sup>)  
 November 1907 sold  
 AAT, BAX

476 November 1880 4-4-0 17x24-61"  
 Lake Erie & Western Q-7 #41  
 1905 sold to New York Central (LE&W) C-45 #4207 (1<sup>st</sup>)  
 November 1907 sold  
 AAT, BAX

477 1880 4-4-0 16x22-57%"  
 Columbus & Toledo #57  
 August 1881 sold to Columbus, Hocking Valley & Toledo #57  
 February 1899 sold to Hocking Valley #57  
 AAT

478 1880 4-4-0 16x22-57%"  
 Columbus & Toledo #58  
 August 1881 sold to Columbus, Hocking Valley & Toledo #58  
 February 1899 sold to Hocking Valley #58  
 AAT

479 December 1880 0-4-0 15x24-47"  
 Peoria, Decatur & Evansville #17  
 September 1900 sold to Illinois Central #1533  
 April 1912 to Illinois Central Railroad #2533 (1<sup>st</sup>)  
 May 1914 retired from service  
 AAT, ICR

480 December 1880 0-4-0 15x24-46"  
 Lake Erie & Western Z-3 #42  
 1905 sold to New York Central (LS&MS) A-40 #4080 (1<sup>st</sup>)  
 February 1906 sold to Lake Erie & Fort Wayne #1 (2<sup>nd</sup>)  
 1906 sold to Southern Iron & Equipment #481  
 July 21, 1906 sold to Rankin Lumber #3  
 1907 sold to Southern Iron & Equipment #624  
 November 13, 1907 sold to Mercer Muller Lumber Company #6  
 sold to S. J. Warren #6  
 July 1909 sold to Georgia Car & Locomotive Company #77  
 June 21, 1910 sold to Ingram Deckle Lumber #43  
 AAT, BAX

481 December 1880 0-4-0 15x24-46"  
 Lake Erie & Western Z-3 #43  
 1905 to New York Central (LS&MS) A-40 #4081 (1<sup>st</sup>)  
 February 1906 to Southern Iron & Equipment #482  
 December 24, 1908 sold to Georgia Construction Company  
 AAT, BAX

482 1880 4-4-0 3' gauge 12x16-42"  
 Bradford, Bordell & Kinzua #6 (1<sup>st</sup>)  
 1899 sold to Tuscarora Valley #3  
 1905 sold to Mount Jewett, Kinzua & Ritterville #6  
 1913 sold to Birmingham Rail & Locomotive "Emporia"  
 July 31, 1914 sold to C. S. Riley (Charles S. Riley)  
 AAT

483 December 1880 4-4-0 17x24-61"  
 Ohio Central #17  
 1885 sold to Toledo & Ohio Central #17  
 1901 to #413  
 1903-1904 retired from service  
 AAT

484 December 1880 4-4-0 17x24-61"  
 Ohio Central #18  
 1885 sold to Toledo & Ohio Central #18  
 1984-1901 off roster  
 AAT

485 December 1880 4-4-0 17x24-61"  
 Ohio Central #19  
 1885 sold to Toledo & Ohio Central #19  
 1894-1901 retired from service  
 AAT

486 December 1880 4-4-0 3' gauge 12x18-42"  
 Kendall & Eldred #13  
 sold to Olean, Bradford & Warren #13  
 1884 sold to Buffalo, New York & Philadelphia #105  
 1886 sold to Diamond Valley #2 "Emma"  
 April 1890 sold to Newport & Shermans Valley #2  
 August 1893 sold to Attica & Freedom #1  
 October 1894 sold to Buffalo, Attica & Arcade #1  
 AAT

487 December 1880 4-4-0 17x24-61"  
 Ohio Central #20  
 1885 sold to Toledo & Ohio Central #20  
 1901 to #476  
 by 1909 retired from service  
 AAT

488 December 1880 4-4-0 17x24-61"  
 Ohio Central #21  
 1885 sold to Toledo & Ohio Central #21  
 1901 to #467  
 by 1907 retired from service  
 AAT

489 December 1881 4-4-0 17x24-61"  
 Ohio Central #22  
 1885 sold to Toledo & Ohio Central #22  
 by 1893 retired from service  
 AAT

490 January 1881 4-4-0 17x24-61"  
 Ohio Central #23  
 June 1885 sold to Toledo & Ohio Central #23  
 by 1889 sold to Cincinnati, Indianapolis, Saint Louis & Chicago #623  
 June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #176 (1<sup>st</sup>)  
 1898 to Cleveland, Cincinnati, Chicago & Saint Louis #245  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 Cx #7014 (17" bore)  
 December 1911 scrapped  
 AAT, BAX

491 December 1880 4-4-0 17x24-61"  
 Ohio Central #24  
 1885 sold to Toledo & Ohio Central #24  
 by 1889 retired from service  
 AAT

492 January 1881 4-4-0 17x24-62"  
 Cincinnati, Indianapolis, Saint Louis & Chicago #15  
 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #174  
 1890 rebuilt 17x24-69"  
 1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-63e #7052 (1<sup>st</sup>)  
 October 1920 (BAX says December) scrapped  
 AAT, BAX

493 January 1881 4-4-0 17x24-62"  
 Cincinnati, Indianapolis, Saint Louis & Chicago #20  
 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #175  
 April 1891 rebuilt 17x24-69"  
 1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-63f #7053 (1<sup>st</sup>)  
 October 1919 scrapped  
 AAT, BAX

494 January 1881 2-6-0 3' gauge 14x18-42"  
 Utah & Northern #23  
 1885 sold to Union Pacific #80  
 August 1889 sold to Oregon Short Line & Utah Northern #80  
 AAT

495 January 1881 2-6-0 3' gauge 14x18-42"  
 Utah & Northern #24  
 1885 sold to Union Pacific #81  
 August 1889 sold to Oregon Short Line & Utah Northern #81  
 AAT

496 January 1881 0-4-0 14x22-42"  
 Springfield Southern #12  
 April 1881 sold to Ohio Southern #12  
 July 1901 sold to Detroit Southern #49  
 1905 sold to Detroit, Toledo & Ironton #49  
 by 1927 off roster  
 AAT

497 January 1881 2-6-0 14x22-41"  
 Springfield Southern #13  
 April 1881 sold to Ohio Southern #13  
 January 1887 burned  
 by 1897 off roster  
 AAT

498 February 1881 0-4-0 15x24-46"  
 Ohio Central #25  
 June 1885 sold to Toledo & Ohio Central #25  
 1901 to #446  
 1903-1904 retired from service  
 circa 1903 sold to Hocking Valley #83 (1<sup>st</sup>)  
 by 1905 off roster  
 AAT

499 February 1881 0-4-0 15x24-46"  
 Ohio Central #26  
 June 1885 sold to Toledo & Ohio Central #26  
 1895-1901 retired from service  
 AAT

500 February 1881 0-4-0 15x24-46"  
 Ohio Central #27  
 June 1885 sold to Toledo & Ohio Central #27  
 1901 to #447  
 1901-1907 retired from service  
 circa 1903 sold to Hocking Valley #84 (1<sup>st</sup>)  
 by 1907 off roster  
 AAT

506 00/1881 4-4-0  
PD&E #18  
September 1900 to Illinois Central Railroad #1215 (1<sup>st</sup>)  
March 1902 scrapped  
ICR

507 00/1881 4-4-0  
PD&E #19  
September 1900 to Illinois Central Railroad #1216 (1<sup>st</sup>)  
December 1901 scrapped  
ICR

508 00/1881 4-4-0  
PD&E #20  
September 1900 to Illinois Central Railroad #1217 (1<sup>st</sup>)  
November 1909 retired from service  
ICR

519 00/1881 0-4-0  
St P M & M #87  
00/1899 to Great Northern 4 class #87 (1<sup>st</sup>)  
00/1899 to Great Northern 4 class #14 (1<sup>st</sup>)  
June 1902 scrapped  
KJB

521 00/1881 0-4-0  
St P M & M #88  
00/1899 to Great Northern 4 class #88 (1<sup>st</sup>)  
00/1899 to Great Northern 4 class #15 (1<sup>st</sup>)  
September 1903 scrapped  
KJB

523 00/1881 0-4-0  
St P M & M #89  
00/1899 to Great Northern 4 class #89 (1<sup>st</sup>)  
00/1899 to Great Northern 4 class #16 (2<sup>nd</sup>)  
sold to Alberta Coal & Railway Company  
KJB

545 June 1881 4-4-0 17x24-62"  
Rochester & Pittsburgh #13  
October 1885 sold to Buffalo, Rochester & Pittsburgh #13  
1895 to Buffalo, Rochester & Pittsburgh C-2 #11 (2<sup>nd</sup>)  
1895 rebuilt at Brooks  
4-4-0 17x24-68"  
Buffalo, Rochester & Pittsburgh Ca #11 (2<sup>nd</sup>)  
1913 scrapped  
AAT

546 June 1881 4-4-0 17x24-62"  
Rochester & Pittsburgh #14  
October 1885 sold to Buffalo, Rochester & Pittsburgh C-2 #14  
1901 scrapped  
AAT

547 June 1881 2-6-0 3' gauge 15x18-38"  
Colorado Central #12  
1885 to Colorado Central #154  
1890 sold to Union Pacific, Denver & Gulf #154  
1896 to Union Pacific, Denver & Gulf #4  
December 1898 sold to Colorado & Southern #3  
by January 1902 sold  
AAT

548 June 1881 2-6-0 3' gauge 15x18-38"  
Colorado Central #13  
1885 to Colorado Central #155  
1890 sold to Union Pacific, Denver & Gulf #155  
1896 to Union Pacific, Denver & Gulf #3  
December 1898 sold to Colorado & Southern #14  
by January 1902 sold  
AAT

549 1881 4-4-0 16x22-63.7"  
Columbus & Hocking Valley #77  
August 1881 sold to Columbus, Hocking Valley & Toledo #77 (2<sup>nd</sup>)  
1882 to Columbus, Hocking Valley & Toledo #59  
February 1899 sold to Hocking Valley #59  
1908 retired from service  
AAT

550 1881 4-4-0 16x22-63.7"  
 Columbus & Hocking Valley #78  
 August 1881 sold to Columbus, Hocking Valley & Toledo #78 (2<sup>nd</sup>)  
 1882 to Columbus, Hocking Valley & Toledo #60  
 February 1899 sold to Hocking Valley #60  
 1913 retired from service  
 AAT

551 June 1881 4-4-0 17x24-63  
 Northern & North Western #61, Canada  
 00/1888 sold Grand Trunk #670  
 00/1893 to Grand Trunk #671 (2<sup>nd</sup>)  
 00/1898 to Grand Trunk #379  
 00/1904 to Grand Trunk #215  
 00/1910 to Grand Trunk J #2184  
 May 1918 scrapped  
 AAT

552 June 1881 4-4-0 17x24-63  
 Northern & North Western #62, Canada  
 00/1888 sold Grand Trunk J #671 (1<sup>st</sup>)  
 August 1893 wrecked  
 AAT

553 June 1881 4-4-0 17x24-63  
 Northern & North Western #63, Canada  
 00/1888 sold to Grand Trunk #672  
 00/1894 rebuilt  
 00/1898 to Grand Trunk #304  
 00/1904 to Grand Trunk #212  
 00/1910 to Grand Trunk J #2181  
 November 1917 scrapped  
 AAT

554 July 1881 2-6-0 3' gauge 14x18-42  
 Utah & Northern #33  
 00/1885 sold to Union Pacific #90  
 August 1889 sold to Oregon Short Line & Utah Northern #90  
 AAT

555 July 1881 4-4-0 17x24-63  
 Northern & North Western #64, Canada  
 00/1888 sold to Grand Trunk #673  
 00/1898 to Grand Trunk J #380  
 November 1902 scrapped  
 AAT

556 July 1881 4-4-0 17x24-63  
 Northern & North Western #65, Canada  
 00/1888 sold Grand Trunk #674  
 January 1895 rebuilt  
 00/1898 to Grand Trunk #291  
 00/1904 to Grand Trunk #211  
 00/1910 to Grand Trunk J #2180  
 September 1913 scrapped  
 AAT

557 July 1881 4-4-0 17x24-63  
 Northern & North Western #66, Canada  
 00/1888 sold to Grand Trunk #675  
 00/1898 to Grand Trunk #381  
 00/1904 to Grand Trunk #216  
 00/1906 rebuilt  
 00/1910 to Grand Trunk #2185  
 August 1918 scrapped  
 AAT

558 July 1881 4-4-0 17x24-63  
 Northern & North Western #67, Canada  
 00/1888 sold to Grand Trunk #676  
 00/1898 to Grand Trunk #382  
 00/1904 to Grand Trunk #217  
 00/1910 to Grand Trunk J #2186  
 June 1915 scrapped  
 AAT

559 July 1881 2-6-0 3' gauge 14x18-42  
 Utah & Northern #34  
 00/1885 sold to Union Pacific #91  
 August 1889 sold to Oregon Short Line & Utah Northern #91  
 AAT

596 December 1881 2-6-0 3' gauge  
 Baltimore & Delta Railway #1 "Enoch Pratt"  
 RA29

626 December 1881 2-6-0 3' gauge 14x18-42"  
 Utah & Northern #42  
 1885 sold to Union Pacific #99  
 August 1889 sold to Oregon Short Line & Utah Northern #99  
 AAT

627 December 1881 2-6-0 3' gauge 14x18-42"  
 Utah & Northern #43  
 1885 sold to Union Pacific #100  
 August 1889 sold to Oregon Short Line & Utah Northern #100  
 AAT

628 December 1881 4-4-0 3' gauge 12x18-43"  
 Bradford Railroad #15  
 1884 sold to Buffalo, New York & Philadelphia #115  
 1887 sold to Western New York & Pennsylvania #115  
 1890 to Western New York & Pennsylvania #205  
 1894 sold to Toledo & South Haven #3  
 May 1894 sold to South Haven & Eastern #3  
 1900 scrapped  
 AAT

629 December 1881 4-4-0 3' gauge 12x18-43"  
 Bradford Railroad #16 "J. W. Jones"  
 1884 sold to Buffalo, New York & Philadelphia #116  
 September 1887 sold to Western New York & Pennsylvania #116  
 1889 to Western New York & Pennsylvania #206  
 1897 sold to Bradford, Bordell & Kinzua #12 (2<sup>nd</sup>)  
 1905 sold to New Berlin & Winfield #1  
 1916 sold to Argent Lumber #1 (1<sup>st</sup>)  
 by 1930 off roster  
 AAT

630 December 1881 4-4-0 17x24-61"  
 Ohio Central #31  
 June 1885 sold to Toledo & Ohio Central #31  
 1894-1901 retired from service  
 AAT

631 December 1881 4-4-0 17x24-61"  
 Ohio Central #32  
 June 1885 sold to Toledo & Ohio Central #32  
 1901 to Toledo & Ohio Central #407  
 September 1902 scrapped  
 AAT

632 December 1881 4-4-0 17x24-61"  
 Ohio Central #33  
 June 1885 sold to Toledo & Ohio Central #33  
 1894-1901 retired from service  
 AAT

633 December 1881 4-4-0 17x24-61"  
 Ohio Central #34  
 June 1885 sold to Toledo & Ohio Central #34  
 1901 to Toledo & Ohio Central #408  
 May 1923 scrapped  
 AAT

634 December 1881 4-4-0 17x24-61"  
 Ohio Central #35  
 June 1885 sold to Toledo & Ohio Central #35  
 1894-1901 retired from service  
 AAT

635 January 1882 4-4-0 17x24-60½"  
 New York, Chicago & Saint Louis A #21  
 December 1896 rebuilt  
 New York, Chicago & Saint Louis A-2 #21  
 1908 to New York, Chicago & Saint Louis A-2 #11 (3<sup>rd</sup>)  
 1910 to New York, Chicago & Saint Louis A-2 #102 (2<sup>nd</sup>)  
 May 1911 retired from service  
 September 1914 scrapped  
 AAT

636 January 1882 4-4-0 3' gauge 12x18-43"  
 Tonawanda Valley & Cuba #3  
 March 1891 sold to Bradford, Eldred & Cuba #12  
 January 1893 sold to Bradford, Bordell & Kinzua #12  
 September 1897 sold to Baltimore & Lehigh #12  
 AAT

637 January 1882 2-6-0 18x24-57"  
 Cincinnati, Indianapolis, Saint Louis & Chicago #58  
 June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #273  
 1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-63 #6348 (1<sup>st</sup>)  
 November 1909 scrapped  
 AAT, BAX

638 January 1882 2-6-0 18x24-57"  
 Cincinnati, Indianapolis, Saint Louis & Chicago #59  
 June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #274  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-63 #6349 (1<sup>st</sup>)  
 January 1910 rebuilt  
 New York Central E-63 #6349  
 June 1916 sold to Dayton Power & Light Company #3 "Millers Ford"  
 AAT, BAX

639 January 1882 2-6-0 18x24-57"  
 Cincinnati, Indianapolis, Saint Louis & Chicago #70  
 June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #275  
 1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-63 #6350 (1<sup>st</sup>)  
 October 1909 scrapped  
 AAT, BAX

640 January 1882 2-6-0 18x24-57"  
 Cincinnati, Indianapolis, Saint Louis & Chicago #71  
 June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #276  
 1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-63 #6351 (1<sup>st</sup>)  
 September 1909 sold  
 AAT, BAX

641 1882 4-4-0 3' gauge 12x18-43"  
 Tionesta Valley #1 "Wild Pigeon"  
 1935 scrapped  
 AAT

642 January 1882 4-4-0 17x24-60%"  
 New York, Chicago & Saint Louis A #22  
 by 1908 retired from service  
 AAT

643 January 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #150  
 1904 retired from service  
 AAT

644 January 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #151  
 May 1904 scrapped  
 AAT

645 January 1882 4-4-0 3' gauge 12x18-43"  
 Bradford Railroad #13  
 1884 sold to Buffalo, New York & Philadelphia #110  
 1887 sold to Neilyville & Chappel Ford #1  
 1894 sold to Toledo & South Haven #1  
 May 1894 sold to South Haven & Eastern #1  
 AAT

646 January 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #152  
 1906 to New York, Chicago & Saint Louis #1 (2<sup>nd</sup>)  
 1908 retired from service  
 AAC

647 January 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #153  
 October 1902 scrapped  
 AAT

648 January 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #154  
 March 1893 rebuilt at Brooks (new boiler)  
 New York, Chicago & Saint Louis B-1 #154  
 1906 to New York, Chicago & Saint Louis B-1 #3 (2<sup>nd</sup>)  
 1910 to New York, Chicago & Saint Louis B-1 #104 (2<sup>nd</sup>)  
 September 1914 scrapped  
 AAT

649 January 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #155  
 1906 to New York, Chicago & Saint Louis #4 (2<sup>nd</sup>)  
 1907 retired from service  
 AAT

650 1882 2-6-0 3' gauge 12x18-44"

Kansas Central #9

1885 to Kansas Central #287

1891 sold to Union Pacific, Denver & Gulf #287

June 1891 sold to Mississippi River & Bonne Terre #4

1895 sold to Trinidad Sugar Company

AAT

651 January 1882 4-4-0 17x24-66½"

New York, Chicago & Saint Louis B #156

1906 to New York, Chicago & Saint Louis #6 (2<sup>nd</sup>)

1908 retired from service

AAT

652 February 1882 4-4-0 17x24-66½"

New York, Chicago & Saint Louis B #157

December 1902 scrapped

AAT

653 February 1882 4-4-0 17x24-66½"

New York, Chicago & Saint Louis B #158

to New York, Chicago & Saint Louis #8 (2<sup>nd</sup>)

1907 retired from service

AAT

654 February 1882 4-4-0 17x24-66½"

New York, Chicago & Saint Louis B #159

September 1886 wrecked

October 1893 rebuilt

New York, Chicago & Saint Louis B-2 #159

1907 to New York, Chicago & Saint Louis #1 (3<sup>rd</sup>)

1910 to New York, Chicago & Saint Louis #107 (2<sup>nd</sup>)

1910 retired from service

AAT

655 February 1882 4-4-0 3' gauge 12x18-43"

Bradford, Eldred & Cuba #5

1891 to Bradford, Eldred & Cuba #15

AAT

656 February 1882 4-4-0 17x24-61"

Peoria, Decatur & Evansville #21

July 1901 sold to Illinois Central #1218 (1<sup>st</sup>) (ICR says September 1900)

November 1901 scrapped

AAT, ICR

657 February 1882 4-4-0 17x24-61"

Peoria, Decatur & Evansville #22

September 1900 to Illinois Central Railroad #1219 (1<sup>st</sup>) (AAT says July 1901)

November 1909 retired from service

AAT, ICR

658 February 1882 4-4-0 17x24-61"

Peoria, Decatur & Evansville #23

September 1900 to Illinois Central Railroad #1220 (1<sup>st</sup>) (AAT says July 1901)

June 1915 retired from service

AAT, ICR

659 February 1882 2-6-0 3' gauge 14x18-41"

Cincinnati & Northern #7

June 1883 sold to Toledo, Cincinnati & Saint Louis #77

July 1885 to Cincinnati & Northern #7

August 1885 sold to Cincinnati, Lebanon & Northern #7

1895 sold to B. E. Britser & Company #2

March 1914 sold to Central Lumber #2

by 1919 scrapped

AAT

660 February 1882 4-4-0 17x24-66½"

New York, Chicago & Saint Louis B #160

June 1895 rebuilt

New York, Chicago & Saint Louis B-2 #160

1907 to New York, Chicago & Saint Louis #6 (3<sup>rd</sup>)

1910 to New York, Chicago & Saint Louis #108 (2<sup>nd</sup>)

1911 retired from service

AAT

661 February 1882 4-4-0 17x24-66½"

New York, Chicago & Saint Louis B #161

1907 retired from service

AAT

662 February 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #162  
 1908 to New York, Chicago & Saint Louis B #8 (3<sup>rd</sup>)  
 rebuilt  
 New York, Chicago & Saint Louis A #8 (3<sup>rd</sup>)  
 1909 retired from service  
 AAT

663 February 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #163  
 May 1893 rebuilt  
 New York, Chicago & Saint Louis B-1 #163  
 1908 to New York, Chicago & Saint Louis B-1 #4 (3d)  
 1910 to New York, Chicago & Saint Louis B-1 #105 (2<sup>nd</sup>)  
 September 1914 scrapped  
 AAT

664 February 1882 4-4-0 17x24-66½"  
 New York, Chicago & Saint Louis B #164  
 1907 retired from service  
 AAT

665 February 1882 4-4-0 3' gauge 12x18-43"  
 Bradford Railroad #14 (2<sup>nd</sup>)  
 1884 sold to Buffalo, New York & Philadelphia #118  
 September 1887 sold to Western New York & Pennsylvania #118  
 1889 to Western New York & Pennsylvania #208  
 1894 sold to Toledo & South Haven #2  
 May 1895 sold to South Haven & Eastern #1  
 sold to Highter Brothers  
 1900 sold to Mud Lake Lumber  
 AAT

666 February 1882 4-4-0 3' gauge 12x18-43"  
 Kinzua Railroad #17  
 1884 sold to Buffalo, New York & Philadelphia #117  
 September 1887 sold to Western New York & Pennsylvania #117  
 1889 to Western New York & Pennsylvania #207  
 October 1896 sold to Bradford, Bordell & Kinzua #7 (3<sup>rd</sup>)  
 September 1906 sold to Big Level & Kinzua #7  
 AAT

667 March 1882 0-4-0 16x22-48"  
 New York, Chicago & Saint Louis D #200  
 June 1899 scrapped  
 AAT

668 March 1882 0-4-0 16x22-48"  
 New York, Chicago & Saint Louis D #201  
 May 1904 scrapped  
 AAT

669 March 1882 0-4-0 16x22-48"  
 New York, Chicago & Saint Louis D #202  
 April 1901 scrapped  
 AAT

670 March 1882 0-4-0 16x22-48"  
 New York, Chicago & Saint Louis D #203  
 May 1900 scrapped  
 AAT

671 March 1882 0-4-0 16x22-48"  
 New York, Chicago & Saint Louis D #204  
 December 1900 scrapped  
 AAT

672 April 1882 2-6-0 3' gauge 14x18-37"  
 Pittsburgh, Bradford & Buffalo #6  
 1882 to Pittsburgh, Bradford & Buffalo #26  
 October 1883 sold to Pittsburgh & Western #26 (1<sup>st</sup>)  
 1888 to Pittsburgh & Western #16  
 December 1895 sold to Wellington & Powellsville #16  
 1903 sold to Clarkson Lumber Company  
 AAT

673 1882 2-6-0 3' gauge 14x18-41"  
 Fulton County Narrow Gauge #2  
 AAT

674 March 1882 0-4-0 16x22-48"  
 New York, Chicago & Saint Louis D #205  
 October 1904 scrapped  
 AAT

675 March 1882 0-4-0 16x22-48"  
 New York, Chicago & Saint Louis D #206  
 June 1903 scrapped  
 AAT

676 March 1882 0-4-0 16x22-48"  
New York, Chicago & Saint Louis D #207  
October 1904 scrapped  
AAT

677 March 1882 0-4-0 16x22-48"  
New York, Chicago & Saint Louis D #208  
June 1899 scrapped  
AAT

678 March 1882 0-4-0 16x22-48"  
New York, Chicago & Saint Louis D #209  
June 1899 scrapped  
AAT

679 1882 2-6-0 3' gauge 14x18-41"  
Cincinnati & Eastern #6  
1890 sold to Cincinnati, New Richmond & Ohio River #6  
AAT

680 March 1882 4-4-0 17x24-61"  
Peoria, Decatur & Evansville #24  
September 1900 (AAT says July 1901) to Illinois Central Railroad  
#1221 (1<sup>st</sup>)  
1912-1919 retired from service  
AAT, ICR

681 00/1882 4-4-0  
PD&E #25  
September 1900 to Illinois Central Railroad #1222 (1<sup>st</sup>)  
June 1915 retired from service  
ICR

682 00/1882 4-4-0  
PD&E #26  
September 1900 to Illinois Central Railroad #1223 (1<sup>st</sup>)  
December 1901 scrapped  
ICR

683 00/1882 4-4-0  
PD&E #27  
September 1900 to Illinois Central Railroad #1224 (1<sup>st</sup>)  
00/1912 to Illinois Central Railroad #2124  
ICR

684 00/1882 4-4-0  
PD&E #28  
September 1900 to Illinois Central Railroad #1225 (1<sup>st</sup>)  
to Illinois Central Railroad #2425  
ICR

704 April 1882 0-4-0 15x24-47"  
Peoria, Decatur & Evansville #29  
September 1900 sold to Illinois Central Railroad #1534 (1<sup>st</sup>)  
April 1912 to Illinois Central Railroad #2534 (1<sup>st</sup>)  
May 1914 retired from service  
AAT, ICR

705 May 1882 4-4-0 17x24-61"  
Ohio Central #36  
June 1885 sold to Toledo & Ohio Central #36  
1901 to #409  
by 1907 retired from service  
AAT

706 May 1882 4-4-0 17x24-61"  
Ohio Central #37  
June 1885 sold to Toledo & Ohio Central #37  
1895 to Lake Erie & Detroit River #42  
January 1903 sold to Pere Marquette #811  
May 1922 scrapped  
AAT

707 May 1882 4-4-0 17x24-61"  
Ohio Central #38  
June 1885 sold to Toledo & Ohio Central #38  
1894-1901 retired from service  
AAT

708 May 1882 4-4-0 17x24-60½"  
New York, Chicago & Saint Louis A #28  
by 1908 retired from service  
AAT

709 May 1882 4-4-0 17x24-60½"  
New York, Chicago & Saint Louis A #29  
by 1908 retired from service  
AAT

710 May 1882 4-4-0 17x24-60½"  
 New York, Chicago & Saint Louis A #30  
 May 1904 scrapped  
 AAT

711 May 1882 4-4-0 17x24-60½"  
 New York, Chicago & Saint Louis A #31  
 August 1902 sold to Fort Smith & Western #4 (1<sup>st</sup>)  
 1924 sold to Stewards & Beaufelchais Coal Company  
 AAT

712 May 1882 4-4-0 17x24-60½"  
 New York, Chicago & Saint Louis #32  
 by 1908 retired from service  
 AAT

713 May 1882 2-6-0 3' gauge 15x18-38"  
 Denver, South Park & Pacific #29  
 1885 to #156  
 to Denver, Leadville & Gunnison #156  
 December 1892 rebuilt  
 new boiler  
 February 1898 sold to Colorado & Southern B-3b #21  
 rebuilt  
 41" drivers  
 AAT

714 May 1882 2-6-0 3' gauge 15x18-38"  
 Denver, South Park & Pacific #30 "Morrison"  
 1885 to #157  
 1889 sold to Denver, Leadville & Gunnison #157  
 to #61  
 December 1897 sold to Little Book Cliff Railroad #3  
 1899 sold to Book Cliff Railroad #3  
 scrapped  
 AAT

715 June 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 29 #151  
 1899 to Great Northern B-18 #151 (1<sup>st</sup>)  
 1916 scrapped  
 AAT, KJB

716 June 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 29 #150  
 1899 sold to Great Northern B-18 #150 (1<sup>st</sup>)  
 1916 scrapped  
 AAT, KJB

717 May 1882 4-4-0 16x22-62"  
 Chicago & Atlantic #21  
 August 1890 sold to Chicago & Erie D-odd #1  
 1895 sold to Erie Railroad D-odd #47  
 September 1898 scrapped at Huntington  
 AAT

718 May 1882 4-4-0 16x22-62"  
 Chicago & Atlantic #22  
 August 1890 sold to Chicago & Erie D-odd #2  
 May 1895 retired from service  
 AAT

719 May 1882 4-4-0 16x22-62"  
 Chicago & Atlantic #23  
 August 1890 sold to Chicago & Erie D-odd #3  
 1895 sold to Erie Railroad #48  
 May 1896 scrapped at Huntington  
 AAT

720 May 1882 4-4-0 16x22-62"  
 Chicago & Atlantic #24  
 August 1890 sold to Chicago & Erie D-odd #4  
 1895 sold to Erie Railroad D-odd #49  
 May 1896 scrapped at Huntington  
 AAT

721 May 1882 4-4-0 16x22-62"  
 Chicago & Atlantic #25  
 August 1890 sold to Chicago & Erie D-odd #5  
 March 1893 retired from service  
 May 1895 scrapped  
 AAT

722 June 1882 2-8-0 17x26-48"  
 Rochester & Pittsburgh #17 "Farmersville"  
 October 1885 sold to Buffalo, Rochester & Pittsburgh H #17  
 "Farmersville"  
 1897 scrapped  
 AAT

723 June 1882 2-8-0 17x26-48"  
 Rochester & Pittsburgh #18 "Ashford"  
 October 1885 sold to Buffalo, Rochester & Pittsburgh H #18 "Ashford"  
 1891 scrapped  
 AAT

727 June 1882 2-6-0 3' gauge 15x18-38"  
 Denver, South Park & Pacific #31 "Hill Top"  
 1885 to #158  
 1889 sold to Denver, Leadville & Gunnison #158  
 to Denver, Leadville & Gunnison #62  
 AAT

731 00/1882 4-4-0  
 Chicago & Erie #102  
 00/1896 to Kewaunee, Green Bay & Western #2  
 August 1906 to Kewaunee, Green Bay & Western G #34  
 December 12, 1925 retired from service

744 1882 4-4-0 3' gauge 12x16-43"  
 Saginaw, Tuscola & Huron #3  
 1891 sold to Ashland, Sikitivit & Iron River Logging Railway  
 AAT

745 July 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #152  
 1899 sold to Great Northern Railway B-19 #152 (1<sup>st</sup>)  
 1925 retired from service  
 rebuilt as weed burner  
 1926 scrapped  
 AAT, KJB

746 July 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #153  
 1899 to Great Northern Railway B-19 #153 (1<sup>st</sup>)  
 December 1918 scrapped  
 AAT, KJB

747 July 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #154  
 1899 to Great Northern Railway B-19 #154 (1<sup>st</sup>)  
 September 1920 scrapped  
 AAT, KJB

748 July 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba #155  
 1899 to Great Northern Railway B-19 #155 (1<sup>st</sup>)  
 December 1918 scrapped  
 AAT, KJB

749 July 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #156  
 1899 to Great Northern Railway B-19 #156 (1<sup>st</sup>)  
 1910 rebuilt with new boiler  
 1939 scrapped  
 AAT, KJB

750 July 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #157  
 1899 to Great Northern Railway B-19 #157 (1<sup>st</sup>)  
 1926 scrapped  
 KJB

751 July 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #158  
 1899 to Great Northern Railway B-19 #158 (1<sup>st</sup>)  
 November 1918 scrapped  
 AAT, KJB

752 August 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #159  
 1899 to Great Northern Railway B-19 #159 (1<sup>st</sup>)  
 September 1908 rebuilt with new boiler  
 December 1938 scrapped  
 AAT, KJB

753 August 1882 4-4-0 17x24-63"  
 Saint Paul, Minneapolis & Manitoba 30 class #160  
 1899 to Great Northern Railway B-19 #160 (1<sup>st</sup>)  
 1927 scrapped  
 KJB

754 August 1882 4-4-0 17x24-63"

Saint Paul, Minneapolis & Manitoba 30 class #161  
1899 to Great Northern Railway B-19 #161 (1<sup>st</sup>)  
July 1925 scrapped  
AAT, KJB

755 August 1882 2-6-0 3' gauge 15x18-38"

Denver, South Park & Pacific #35 "Dillon"  
1885 to Denver, South Park & Pacific #162  
July 1889 sold to Denver, Leadville & Gunnison #162  
April 1894 rebuilt with new boiler  
December 1898 sold to Colorado & Southern B-3b #22  
rebuilt  
40" drivers  
February 1927 scrapped  
AAT

756 August 1882 2-6-0 3' gauge 15x18-38"

Denver, South Park & Pacific #36  
1885 to Denver, South Park & Pacific #163  
July 1889 sold to Denver, Leadville & Gunnison #163  
December 1898 sold to Colorado & Southern #18  
January 1902 sold  
AAT

757 1883 (AAT says August 1882) 0-4-0 15x24-48"

Saint Paul, Minneapolis & Manitoba 31 class #187  
to Saint Paul, Minneapolis & Manitoba 4 class #187  
November 1891 to Minneapolis Western #1 (1<sup>st</sup>)  
January 1892 to Saint Paul, Minneapolis & Manitoba #187  
1899 to Great Northern Railway 4 class #187 (1<sup>st</sup>)  
1899 to Great Northern Railway 4 class #21 (2<sup>nd</sup>)  
1903 scrapped  
AAT, KJB

758 1883 (AAT says August 1882) 0-4-0 15x24-49"

Saint Paul, Minneapolis & Manitoba 31 class #188  
1899 to Great Northern Railway 31 class #188 (1<sup>st</sup>)  
1899 to Great Northern Railway 31 class #22 (2<sup>nd</sup>)  
1903 scrapped  
AAT, KJB

759 1883 (AAT says August 1882) 0-4-0 15x24-49"

Saint Paul, Minneapolis & Manitoba 31 class #189  
00/1899 (AAT says February 1890) to Great Northern 31 class #189 (1<sup>st</sup>)  
December 1897 wrecked  
November 1898 scrapped  
AAT, KJB

760 1883 (AAT says August 1882) 0-4-0 15x24-49"

Saint Paul, Minneapolis & Manitoba 31 class #190  
1899 (AAT says 1889) to Great Northern 31 class #190 (1<sup>st</sup>)  
1899 to Great Northern 31 class #23 (2<sup>nd</sup>)  
October 1900 scrapped  
AAT, KJB

761 1883 (AAT says August 1882) 0-4-0 15x24-49"

Saint Paul, Minneapolis & Manitoba 31 class #191  
00/1899 to Great Northern 31 class #191 (1<sup>st</sup>)  
00/1899 to Great Northern 31 class #24 (2<sup>nd</sup>)  
June 1901 scrapped  
AAT, KJB

762 1883 (AAT says August 1882) 0-4-0 15x24-49"

Saint Paul, Minneapolis & Manitoba 31 class #192  
1899 to Great Northern 31 class #192 (1<sup>st</sup>)  
1899 to Great Northern 31 class #25 (2<sup>nd</sup>)  
1901 scrapped  
AAT, KJB

763 1883 (AAT says August 1882) 0-4-0 15x24-49"

Saint Paul, Minneapolis & Manitoba 31 class #193  
1899 to Great Northern 31 class #193 (1<sup>st</sup>)  
1899 to Great Northern 31 class #26 (2<sup>nd</sup>)  
1902 scrapped  
AAT, KJB

764 August 1882 0-6-0 17x24-48"

Saint Paul, Minneapolis & Manitoba 32 class #194  
00/1899 to Great Northern 32 class #27 (2<sup>nd</sup>)  
Great Northern A-4 class #27 (2<sup>nd</sup>)  
September 1916 scrapped  
AAT, KJB

765 August 1882 0-6-0 17x24-48"  
Saint Paul, Minneapolis & Manitoba 32 class #195  
00/1891 sold to Minnesota Western #2  
to St P M & M #195  
00/1899 to Great Northern 32 class #28 (2<sup>nd</sup>)  
Great Northern A-4 #28 (2<sup>nd</sup>)  
September 1916 scrapped  
AAT, KJB

766 August 1882 0-6-0 17x24-48"  
Saint Paul, Minneapolis & Manitoba 32 class #196  
February 1890 sold to Great Northern A-4 #29 (2<sup>nd</sup>)  
April 1918 sold to A. Guthrie #2  
to A. Guthrie #150  
AAT

767 August 1882 4-4-0 18x24-66½"  
New York, Chicago & Saint Louis C #168  
August 1893 rebuilt  
New York, Chicago & Saint Louis C-1 #168  
1910 to New York, Chicago & Saint Louis C-1 #114 (2<sup>nd</sup>)  
June 1916 scrapped  
AAT

781 1882 4-4-0  
Cleveland, Cincinnati, Chicago & Saint Louis #613  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
C-65 #7083 (1<sup>st</sup>)  
December 1911 scrapped  
BAX

834 December 1882 2-6-0 narrow gauge 15x18-37  
T C & St L  
August 1885 to Hancock & Calumet #1 "Torch Lake"  
October 1893 to Hancock & Calumet #25  
December 1901 sold  
FZV

836 1883 4-4-0  
Chicago, Milwaukee & Saint Paul #911  
1899 to Chicago, Milwaukee & Saint Paul #715 (1<sup>st</sup>)  
1912 to Chicago, Milwaukee & Saint Paul #200  
CMK

903 1883 4-4-0  
Chicago, Milwaukee & Saint Paul #908  
1899 to Chicago, Milwaukee & Saint Paul #716 (1<sup>st</sup>)  
1912 to Chicago, Milwaukee & Saint Paul #201  
CMK

924 1883 4-4-0  
Chicago, Milwaukee & Saint Paul #909  
1899 to Chicago, Milwaukee & Saint Paul #717 (1<sup>st</sup>)  
1912 to Chicago, Milwaukee & Saint Paul #202  
CMK

970 1883 4-4-0  
Cincinnati Northern #111  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
Cx #7035 (1<sup>st</sup>)  
February 1921 scrapped  
BAX

971 1883 4-4-0  
Cincinnati Northern #109  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
C-61 #7032 (1<sup>st</sup>)  
March 1907 rebuilt  
October 1916 scrapped  
BAX

973 1883 4-4-0  
Cincinnati Northern #112  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
C-61 #7034 (1<sup>st</sup>)  
June 1924 scrapped  
BAX

974 1883 4-4-0  
Cincinnati Northern #112  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
C-61 #7033 (1<sup>st</sup>)  
July 1913 scrapped  
BAX

1056 1884 4-4-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #614  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 C-65 #7084 (1<sup>st</sup>)  
 December 1911 scrapped  
 BAX

1092 1886 4-4-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #615  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 C-65 #7085 (1<sup>st</sup>)  
 November 1909 scrapped  
 BAX

1098 1886 4-4-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #123  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 C-67a #7098 (1<sup>st</sup>)  
 1906 scrapped  
 BAX

1099 1886 4-4-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #7068 (1<sup>st</sup>)  
 May 1915 scrapped  
 BAX

1100 1886 4-4-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #125  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 C-67 #7097 (1<sup>st</sup>)  
 May 1915 scrapped  
 BAX

1105 1886 4-4-0  
 St P & D #41  
 to Northern Pacific #1110  
 to Northern Pacific C-22 #641  
 RN245

1106 1886 4-4-0  
 St P & D #42  
 to Northern Pacific #1111  
 to Northern Pacific C-22 #642  
 RN245

1107 1886 4-4-0  
 St P & D #43  
 to Northern Pacific #1112  
 to Northern Pacific C-22 #643  
 RN245

1109 May 1886 4-4-0  
 Union Pacific #782 (2<sup>nd</sup>)  
 to Union Pacific #694 (2<sup>nd</sup>)  
 October 1918 to Union Pacific #925

1110 May 1886 4-4-0  
 Union Pacific #783 (2<sup>nd</sup>)  
 May 1916 to Union Pacific #695 (2<sup>nd</sup>)  
 September 1921 off roster

1117 June 1886 4-4-0  
 Union Pacific #788 (2<sup>nd</sup>)  
 to Union Pacific #698 (2<sup>nd</sup>)  
 September 1921 to Union Pacific #929

1135 1886 4-4-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #616  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 C-65 #7086 (1<sup>st</sup>)  
 October 1911 retired from service  
 BAX

1178 January 1887 4-4-0 18x24-69"  
 New York, Ontario & Western G #75 (2<sup>nd</sup>)  
 1904 rebuilt at Rome  
 October 1932 scrapped  
 AAT

1179 January 1887 4-4-0 18x24-69"  
 New York, Ontario & Western #76 (2<sup>nd</sup>)  
 1898 to New York, Ontario & Western G #4 (2<sup>nd</sup>)  
 June 1898 rebuilt at Norwich shop  
 4-4-0 17x24-68"  
 New York, Ontario & Western B #4  
 April 1923 scrapped  
 AAT

1180 January 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #16  
 1887 to Chicago, Kansas & Nebraska #416  
 June 1891 sold to Chicago, Rock Island & Pacific #551  
 November 1926 scrapped  
 AAT

1181 February 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #17  
 1887 to Chicago, Kansas & Nebraska #417  
 June 1891 sold to Chicago, Rock Island & Pacific #552  
 April 1925 scrapped  
 AAT

1198 1886 4-4-0  
 St P & D #8  
 to Northern Pacific #1117  
 to Northern Pacific C-22 #644  
 RN245

1882 February 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #18  
 1887 to Chicago, Kansas & Nebraska #418  
 June 1891 sold to Chicago, Rock Island & Pacific #553  
 by August 1912 sold to Chicago, Rock Island & Gulf #553  
 June 1924 scrapped  
 AAT

1183 February 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #19  
 1887 to Chicago, Kansas & Nebraska #419  
 June 1891 sold to Chicago, Rock Island & Pacific #554  
 November 1926 scrapped  
 AAT

1184 February 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #20  
 1887 to Chicago, Kansas & Nebraska #420  
 June 1891 sold to Chicago, Rock Island & Pacific #555  
 December 1922 scrapped  
 AAT

1185 February 1887 4-6-0 19x26-63"  
 Chicago, Milwaukee & Saint Paul #704  
 1899 to Chicago, Milwaukee & Saint Paul #100  
 May 1912 sold to Gallatin Valley Railroad #100  
 October 1920 sold to Chicago, Milwaukee & Saint Paul G-4e #2179  
 March 1935 scrapped  
 AAT

1186 February 1887 4-4-0 17x24-48"  
 Burlington, Cedar Rapids & Northern #101 (2<sup>nd</sup>)  
 1899 to Burlington, Cedar Rapids & Northern #65  
 June 1903 sold to Chicago, Rock Island & Pacific #593  
 March 1923 scrapped  
 AAT

1187 February 1887 4-4-0 18x24-68"  
 Burlington, Cedar Rapids & Northern #102 (2<sup>nd</sup>)  
 1899 to Burlington, Cedar Rapids & Northern #66  
 June 1903 sold to Chicago, Rock Island & Pacific #594  
 December 1922 scrapped  
 AAT

1188 February 1887 4-4-0 18x24-68"  
 Burlington, Cedar Rapids & Northern #103 (2<sup>nd</sup>)  
 1899 to Burlington, Cedar Rapids & Northern #67  
 June 1903 sold to Chicago, Rock Island & Pacific #595  
 January 1916 scrapped  
 AAT

1189 February 1887 4-4-0 18x24-68"  
 Burlington, Cedar Rapids & Northern #104  
 1899 to Burlington, Cedar Rapids & Northern #68  
 June 1903 sold to Chicago, Rock Island & Pacific #596  
 October 1912 sold to Chicago, Anamosa & Northern  
 AAT

1190 February 1887 4-4-0 18x24-69"  
 New York, Ontario & Western G #77  
 November 1903 rebuilt at Rome  
 October 1932 scrapped  
 AAT

1191 March 1887 4-4-0 18x24-69"  
New York, Ontario & Western G #78  
1898 to New York, Ontario & Western G #3 (2<sup>nd</sup>)  
July 1898 rebuilt at Cooke  
4-4-0 17x24-68"  
New York, Ontario & Western B #3 (2<sup>nd</sup>)  
April 1923 scrapped  
AAT

1192 February 1887 4-4-0 17x24-61"  
Lakeside & Marblehead #1 (1<sup>st</sup>) "E. H. Brennan"  
1891 sold to Cleveland & Canton #47  
1892 rebuilt by Brooks  
16x24-62"  
1892 sold to Valley Railway #1  
1893 sold to Cleveland, Canton & Southern #47  
September 1899 sold to Wheeling & Lake Erie #47 (2<sup>nd</sup>)  
1905 to Wheeling & Lake Erie D-2 #314  
December 1911 scrapped  
AAT

1193 March 1887 0-6-0T 17x24-44"  
Valley Railway #22  
October 1895 sold to Cleveland Terminal & Valley #22  
1902 sold to Baltimore & Ohio D-17 #313 (2<sup>nd</sup>)  
1909 retired from service  
AAT

1194 March 1887 4-4-0 17x24-59"  
Saint Paul & Duluth #44  
1901 sold to Northern Pacific C-22 #1113 (1<sup>st</sup>)  
June 1905 sold  
AAT

1195 March 1887 4-4-0 17x24-59"  
Saint Paul & Duluth #45  
1901 sold to Northern Pacific Railway C-22 #1114 (1<sup>st</sup>)  
sold  
AAT

1196 March 1887 4-4-0 17x24-59"  
Saint Paul & Duluth #46  
1901 sold to Northern Pacific Railway C-22 #1115 (1<sup>st</sup>)  
by 1910 sold to Pan American Railway #11  
AAT

1197 March 1887 4-4-0 17x24-59"  
Saint Paul & Duluth #47  
1901 sold to Northern Pacific C-22 #1116 (1<sup>st</sup>)  
July 1905 sold  
AAT

1198 March 1887 4-4-0 17x24-59"  
Saint Paul & Duluth #48  
1901 sold to Northern Pacific Railway C-22 #1117 (1<sup>st</sup>)  
1909 to Northern Pacific Railway C-22 #644  
March 1910 scrapped  
AAT

1199 March 1887 4-4-0 17x24-59"  
Saint Paul & Duluth #49  
1901 sold to Northern Pacific Railway C-22 #1118 (1<sup>st</sup>)  
August 1905 sold to Canadian Northern Railway #40  
1912 to Canadian Northern Railway #27  
September 1918 sold to Canadian National Railway A-9a #119 (number assigned, but never applied)  
1922 sold to Desantis & Villeneuve  
AAT

1200 March 1887 4-4-0 17x24-59"  
Saint Paul & Duluth #50  
1901 sold to Northern Pacific Railway C-22 #1119 (1<sup>st</sup>)  
September 1905 sold  
AAT

1201 March 1887 4-4-0 17x24-57"

Saint Paul & Duluth #51

1901 sold to Northern Pacific Railway C-22 #1120 (1<sup>st</sup>)

June 1905 sold to Ingram Lumber #1120

1909 sold to Crane Logging & Lumber #1120

1912 sold to Puffer Hubbard Lumber #1120

1914 sold to Held Lumber #1120

1917 sold to Fountain Campbell Lumber #1120

by 1924 off roster

AAT

1202 March 1887 4-4-0 17x24-59"

Saint Paul & Duluth #52

1901 sold to Northern Pacific Railway C-22 #1121 (1<sup>st</sup>)

February 1906 sold to Crookston Lumber

AAT

1203 March 1887 4-4-0 17x24-59"

Saint Paul & Duluth #53

1901 sold to Northern Pacific Railway C-22 #1122 (1<sup>st</sup>)

by 1910 sold to Pan American Railway #12

AAT

1204 March 1887 0-4-2T 16x22-48"

Milwaukee & Northern #1 (2<sup>nd</sup>)

July 1893 sold to Chicago, Milwaukee & Saint Paul #901

1898 to Chicago, Milwaukee & Saint Paul #69

1899 to Chicago, Milwaukee & Saint Paul J-2 #1068

rebuilt

0-4-0

Chicago, Milwaukee & Saint Paul #69

October 1917 scrapped

AAT

1205 April 1887 4-4-0 18x24-69"

Cleveland, Columbus, Cincinnati & Indianapolis #169

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #126

1905 sold to New York Central C-68 #7100

June 1914 scrapped

AAT

1206 April 1887 4-4-0 18x24-69"

Cleveland, Columbus, Cincinnati & Indianapolis #170

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #127

1905 to New York Central C-68 #7099

May 1915 scrapped

AAT

1207 April 1887 0-6-0 18x24-51"

Cleveland, Columbus, Cincinnati & Indianapolis #45

June 1889 sold to Cleveland, Columbus, Cincinnati & Saint Louis #45

1905 sold to New York Central Bx #7220

June 1915 scrapped

AAT

1208 April 1887 0-6-0 18x24-51"

Cleveland, Columbus, Cincinnati & Saint Louis #46

June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #46

1905 sold to New York Central Bx #7203

June 1915 scrapped

AAT

1209 April 1887 2-6-0 18x24-57"

Cincinnati, Hamilton & Dayton #41

1899 to Cincinnati, Hamilton & Dayton K #40

rebuilt

0-6-0

Cincinnati, Hamilton & Dayton #40

by 1913 off roster

sold to Florida, Alabama & Gulf #2

May 1911 sold to Southern Iron & Equipment #810

January 1912 sold to Pickens Railroad #1132

AAT

1210 April 1887 2-6-0 18x24-57"

Cincinnati, Hamilton & Dayton #42

1899 to Cincinnati, Hamilton & Dayton #253

to Cincinnati, Hamilton & Dayton K #41

rebuilt

0-6-0

Cincinnati, Hamilton & Dayton #41

1914 off roster

AAT

1211 April 1887 2-6-0 18x24-57"  
 Cincinnati, Hamilton & Dayton #43  
 1895 to Cincinnati, Hamilton & Dayton #254  
 to Cincinnati, Hamilton & Dayton K #42  
 rebuilt  
 0-6-0  
 Cincinnati, Hamilton & Dayton #42  
 1914 off roster  
 AAT

1212 April 1887 2-6-0 18x24-57"  
 Cincinnati, Hamilton & Dayton #44  
 1897 to Cincinnati, Hamilton & Dayton #255  
 to Cincinnati, Hamilton & Dayton K #43  
 rebuilt  
 0-6-0  
 Cincinnati, Hamilton & Dayton #43  
 1914 off roster  
 AAT

1213 April 1887 2-6-0 18x24-57"  
 Cincinnati, Hamilton & Dayton #45  
 1898 to Cincinnati, Hamilton & Dayton #256  
 to Cincinnati, Hamilton & Dayton K #44  
 rebuilt  
 0-6-0  
 Cincinnati, Hamilton & Dayton #44  
 1914 off roster  
 AAT

1214 April 1887 2-6-0 19x24-56"  
 Duluth, South Shore & Atlantic #69  
 1892 to Duluth, South Shore & Atlantic D-1 #303  
 September 1928 scrapped  
 AAT

1215 April 1887 2-6-0 19x24-56"  
 Duluth, South Shore & Atlantic #70  
 1892 to Duluth, South Shore & Atlantic D-1 #301  
 July 1933 sold as scrap to Duluth Iron & Metal Company  
 AAT

1216 April 1887 2-6-0 19x24-56"  
 Duluth, South Shore & Atlantic #71  
 1892 to Duluth, South Shore & Atlantic D-1 #305  
 May 1925 scrapped  
 AAT

1217 April 1887 2-6-0 19x24-56"  
 Duluth, South Shore & Atlantic #72  
 1892 to Duluth, South Shore & Atlantic D-1 #302  
 June 1933 sold as scrap to Duluth Iron & Metal Company  
 AAT

1218 April 1887 2-6-0 19x24-56"  
 Duluth, South Shore & Atlantic #73  
 1892 to Duluth, South Shore & Atlantic D-1 #304  
 June 1933 sold as scrap to Duluth Iron & Metal Company  
 AAT

1219 May 1887 4-6-0 18x24-51"  
 Milwaukee & Northern #26  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #296  
 1899 to Chicago, Milwaukee & Saint Paul #1  
 1912 to Chicago, Milwaukee & Saint Paul G-4a #2050  
 July 1927 scrapped

1220 May 1887 4-6-0 18x24-51"  
 Milwaukee & Northern #27  
 July 1893 to Chicago, Milwaukee & Saint Paul #927  
 1899 to Chicago, Milwaukee & Saint Paul #2  
 1912 to Chicago, Milwaukee & Saint Paul G-4a #2051  
 October 1928 scrapped  
 AAT

1221 May 1887 0-6-0 17x24-49"  
 Cincinnati, Hamilton & Dayton #215  
 1890 to Cincinnati, Hamilton & Dayton #62  
 1914 off roster  
 AAT

1222 May 1887 0-6-0 17x24-49"  
 Cincinnati, Hamilton & Dayton #216  
 1894 to Cincinnati, Hamilton & Dayton #63  
 1914 off roster  
 AAT

1223 May 1887 0-6-0 17x24-49"  
Cincinnati, Hamilton & Dayton #217  
1893 to Cincinnati, Hamilton & Dayton #64  
by 1913 off roster  
AAT

1224 May 1887 4-4-0 18x24-64"  
Chicago, Kansas & Nebraska #421  
June 1891 sold to Chicago, Rock Island & Pacific #556  
by August 1912 sold to Chicago, Rock Island & Gulf #556  
October 1916 scrapped  
AAT

1225 May 1887 4-4-0 18x24-64"  
Chicago, Kansas & Nebraska #422  
June 1891 sold to Chicago, Rock Island & Pacific #557  
November 1923 sold to Pine Bluff & Northern  
AAT

1226 May 1887 4-4-0 18x24-64"  
Chicago, Kansas & Nebraska #423  
June 1891 sold to Chicago, Rock Island & Pacific #558  
September 1928 scrapped  
AAT

1227 May 1887 4-4-0 18x24-64"  
Chicago, Kansas & Nebraska #424  
June 1891 sold to Chicago, Rock Island & Pacific #559  
December 1923 scrapped  
AAT

1228 May 1887 4-4-0 18x24-64"  
Chicago, Kansas & Nebraska #425  
June 1891 sold to Chicago, Rock Island & Pacific #560  
November 1918 scrapped  
AAT

1229 May 1887 4-4-0 18x24-64"  
Chicago, Kansas & Nebraska #426  
June 1891 sold to Chicago, Rock Island & Pacific #561  
March 1926 scrapped  
AAT

1230 May 1887 4-4-0 18x24-64"  
Chicago, Kansas & Nebraska #427  
June 1891 sold to Chicago, Rock Island & Pacific #562  
May 1924 scrapped  
AAT

1231 May 1887 4-4-0 18x24-64"  
Chicago, Kansas & Nebraska #428  
June 1891 sold to Chicago, Rock Island & Pacific #563  
December 1922 scrapped  
AAT

1232 June 1887 4-4-0 18x24-64"  
Chicago, Kansas & Nebraska #429  
June 1891 sold to Chicago, Rock Island & Pacific #564  
September 1915 sold to Anthony & Northern #2  
December 1919 sold to Wichita Northwestern #2  
AAT

1233 June 1887 4-4-0 18x24-64"  
Chicago, Kansas & Nebraska #430  
June 1891 sold to Chicago, Rock Island & Pacific #565  
January 1923 sold to Jacob Lanski  
AAT

1234 June 1887 4-4-0 18x24-61"  
Ulster & Delaware #3 (2<sup>nd</sup>) "John C. Brodhead"  
1906 sold to Salisbury & Albert #5  
AAT

1235 June 1887 4-4-0 18x24-61"  
Ulster & Delaware #16 (1<sup>st</sup>)  
1889 to Ulster & Delaware #4 (2<sup>nd</sup>)  
1906 sold to Salisbury & Albert #6  
AAT

1236 June 1887 4-4-0 18x24-64"  
Chicago, Kansas & Nebraska #431  
June 1891 sold to Chicago, Rock Island & Pacific #566  
August 1919 scrapped  
AAT

1237 June 1887 2-6-0 19x24-60"  
Baltimore & Ohio K-3 #980  
1912 retired from service  
AAT

1238 June 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #432  
 June 1891 sold to Chicago, Rock Island & Pacific #567  
 January 1915 sold to Anthony & Northern #1  
 December 1919 sold to Wichita Northwestern #1  
 AAT

1239 July 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #433  
 June 1891 sold to Chicago, Rock Island & Pacific #568  
 March 1927 scrapped  
 AAT

1240 July 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #434  
 June 1891 sold to Chicago, Rock Island & Pacific #569  
 February 1925 scrapped  
 AAT

1241 July 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #435  
 June 1891 sold to Chicago, Rock Island & Pacific #570  
 September 1925 scrapped  
 boiler to #458  
 AAT

1242 July 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #436  
 June 1891 sold to Chicago, Rock Island & Pacific #571  
 rebuilt  
 68" drivers  
 October 1919 scrapped  
 AAT

1243 July 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #437  
 June 1891 sold to Chicago, Rock Island & Pacific #572  
 April 1926 scrapped  
 AAT

1244 July 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #438  
 June 1891 sold to Chicago, Rock Island & Pacific #573  
 by August 1912 sold to Chicago, Rock Island & Gulf #573  
 August 1921 sold to J. S. Connally  
 AAT

1245 July 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #439  
 June 1891 sold to Chicago, Rock Island & Pacific #574  
 May 1925 scrapped  
 AAT

1246 July 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #440  
 June 1891 sold to Chicago, Rock Island & Pacific #575  
 January 1923 sold to Jacob Lanski  
 AAT

1247 July 1887 4-4-0 17x24-61"  
 Chautauqua Lake Railway #1  
 1890 sold to Mexican Northern #1 "Willard White"; Mexico  
 AAT

1248 July 1887 4-4-0 17x24-61"  
 Chautauqua Lake Railway #2  
 1890 sold to Mexican Northern #2 "R. N. Marvin"; Mexico  
 AAT

1249 July 1887 2-6-0 18x24-51"  
 Cleveland, Columbus, Cincinnati & Indianapolis #644  
 1887 to Cleveland, Columbus, Cincinnati & Indianapolis #348  
 June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #348  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 E-65 #6359 (1<sup>st</sup>)  
 May 1915 scrapped  
 AAT, BAX

1250 July 1887 2-6-0 18x24-51"  
Cleveland, Columbus, Cincinnati & Indianapolis #645  
1887 to Cleveland, Columbus, Cincinnati & Indianapolis #357  
June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #357  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
E-65 #6360 (1<sup>st</sup>)  
July 1911 rebuilt  
April 1917 sold to Southern Iron & Equipment #1151  
July 5, 1917 sold to Washington & Choctaw #100 (E. W. Gates Lumber)  
1920 sold to Southern Iron & Equipment #1602  
July 6, 1920 sold to Southern Mineral Company  
AAT  
1251 July 1887 2-6-0 18x24-51"  
Cleveland, Columbus, Cincinnati & Indianapolis #646  
1887 to Cleveland, Columbus, Cincinnati & Indianapolis #382  
June 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #382  
1903 to Cleveland, Cincinnati, Chicago & Saint Louis #303  
1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-65 #6357 (1<sup>st</sup>)  
April 1917 sold to Southern Iron & Equipment #1152  
July 9, 1917 sold to Kosciusko & Southeastern #12  
1923 sold to Southern Iron & Equipment #1850  
February 18, 1924 sold to McClure Pine #23  
sold to Bassett Lumber  
AAT, BAX  
1252 July 1887 2-6-0 18x24-51"  
Cleveland, Columbus, Cincinnati & Indianapolis #647  
1887 to Cleveland, Columbus, Cincinnati & Indianapolis #383  
March 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #383  
1903 to Cleveland, Cincinnati, Chicago & Saint Louis #304  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
E-65 #6358 (1<sup>st</sup>)  
June 1907 rebuilt  
May 1917 scrapped  
AAT, BAX

1253 July 1887 2-6-0 18x24-51"  
Cleveland, Columbus, Cincinnati & Indianapolis #648  
1887 to Cleveland, Columbus, Cincinnati & Indianapolis #389  
March 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #389  
1902 to Cleveland, Cincinnati, Chicago & Saint Louis #216  
1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-65 #6355 (1<sup>st</sup>)  
May 1917 scrapped  
AAT, BAX  
1254 July 1887 2-6-0 18x24-51"  
Cleveland, Columbus, Cincinnati & Indianapolis #649  
1887 to Cleveland, Columbus, Cincinnati & Indianapolis #392  
March 1889 sold to Cleveland, Cincinnati, Chicago & Saint Louis #392  
1902 to Cleveland, Cincinnati, Chicago & Saint Louis #219  
1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) E-65 #6356 (1<sup>st</sup>)  
June 1916 scrapped  
AAT, BAX  
1255 August 1887 4-6-0 18x24-51"  
Milwaukee & Northern #28  
July 1893 sold to Chicago, Milwaukee & Saint Paul #928  
1899 to Chicago, Milwaukee & Saint Paul #3 (2<sup>nd</sup>)  
1912 to Chicago, Milwaukee & Saint Paul G-4a #2052 (2<sup>nd</sup>)  
June 1926 scrapped  
AAT  
1256 August 1887 4-6-0 18x24-51"  
Milwaukee & Northern #29  
July 1893 sold to Chicago, Milwaukee & Saint Paul #929  
1899 to Chicago, Milwaukee & Saint Paul #4 (3<sup>rd</sup>)  
1912 to Chicago, Milwaukee & Saint Paul G-4a #2053 (2<sup>nd</sup>)  
May 1926 scrapped  
AAT  
1257 August 1887 4-4-0 18x24-69"  
Baltimore & Ohio H-4 #774  
1916 retired from service  
AAT

1258 August 1887 4-6-0 18x24-50"  
 Buffalo, Rochester & Pittsburgh E #44  
 1896 rebuilt  
 61" drivers  
 Buffalo, Rochester & Pittsburgh Er #44  
 1910 retired from service  
 AAT

1259 August 1887 4-6-0 19x24-56"  
 Buffalo, Rochester & Pittsburgh D #37  
 February 1891 rebuilt by New York Locomotive Works  
 1905 sold to James Bay #101; Canada  
 to Quebec & Northern Ontario #101  
 June 1906 sold to Canadian Northern Railway G-7a #1041  
 June 1917 scrapped  
 AAT

1260 August 1887 4-6-0 19x24-56"  
 Buffalo, Rochester & Pittsburgh D #38  
 1917 scrapped  
 AAT

1261 August 1887 4-6-0 19x24-56"  
 Buffalo, Rochester & Pittsburgh D #39  
 1905 sold to Texas Central #111 (2<sup>nd</sup>)  
 1913 sold to Missouri, Kansas & Texas Railway F-1 #294  
 July 1916 scrapped  
 AAT

1262 August 1887 4-6-0 19x24-56"  
 Buffalo, Rochester & Pittsburgh D #40  
 February 1891 rebuilt by New York Locomotive Works  
 1905 sold to Canadian Northern Railway #164  
 1917 to Canadian Northern Railway G-7a #1039  
 August 1917 scrapped  
 AAT

1263 August 1887 4-6-0 19x24-56"  
 Buffalo, Rochester & Pittsburgh D #41  
 1905 sold to Canadian Northern Railway #165  
 1917 to Canadian Northern Railway G-7a #1040  
 April 1917 scrapped  
 AAT

1264 August 1887 4-6-0 19x24-56"  
 Buffalo, Rochester & Pittsburgh D #42  
 1905 sold to Texas Central #112  
 December 1913 scrapped  
 AAT

1265 August 1887 4-6-0 19x24-56"  
 Buffalo, Rochester & Pittsburgh D #43  
 1903 scrapped  
 AAT

1266 September 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #441  
 June 1891 sold to Chicago, Rock Island & Pacific #576  
 December 1923 scrapped  
 AAT

1267 September 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #442  
 June 1891 sold to Chicago, Rock Island & Pacific #577  
 September 1919 scrapped  
 AAT

1268 September 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #443  
 June 1891 sold to Chicago, Rock Island & Pacific #578  
 November 1922 scrapped  
 AAT

1269 September 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #444  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #579  
 to Chicago, Rock Island & Pacific B-15 #579  
 to Chicago, Rock Island & Pacific E-15 #579  
 December 1904 in service  
 by September 1911 off roster  
 AAT

1270 September 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #445  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #580  
 to Chicago, Rock Island & Pacific B-15 #580  
 to Chicago, Rock Island & Pacific E-15 #580  
 September 1916 scrapped  
 AAT

1271 September 1887 2-6-0 18x24-56"  
 Flint & Pere Marquette #79  
 January 1900 sold to Pere Marquette M-2 #230  
 June 1922 scrapped  
 AAT

1273 September 1887 4-4-0 17x24-62"  
 Ohio Valley Construction Company #16  
 sold to Ohio River Railroad #16  
 July 1901 sold to Baltimore & Ohio G-9 #653 (2<sup>nd</sup>)  
 1908 retired from service  
 AAT

1274 September 1887 4-4-0 17x24-63"  
 Cincinnati, Wabash & Michigan #17  
 1892 sold to Cleveland, Cincinnati, Chicago & Saint Louis #617  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 C-65 #7087 (1<sup>st</sup>)  
 December 1911 scrapped  
 AAT, BAX

1275 October 1887 2-6-0 19x24-56"  
 Duluth, South Shore & Atlantic D-1 #74  
 1892 to Duluth, South Shore & Atlantic D-1 #300  
 August 1929 scrapped  
 AAT

1276 October 1887 2-6-0 19x24-56"  
 Duluth, South Shore & Atlantic D-1 #75  
 1892 to Duluth, South Shore & Atlantic D-1 #306  
 June 1933 sold as scrap to Duluth Iron & Metal Company  
 AAT

1277 October 1887 2-6-0 19x24-56"  
 Duluth, South Shore & Atlantic D-1 #76  
 1888 to Duluth, South Shore & Atlantic D-1 #314  
 1892 to Duluth, South Shore & Atlantic D-1 #310 (2<sup>nd</sup>)  
 June 1933 sold as scrap to Duluth Iron & Metal Company  
 AAT

1278 October 1887 2-6-0 19x24-56"  
 Duluth, South Shore & Atlantic D-1 #77  
 1892 to Duluth, South Shore & Atlantic D-1 #319  
 1896 to Duluth, South Shore & Atlantic D-1 #307 (2<sup>nd</sup>)  
 December 1928 scrapped  
 AAT

1279 October 1887 2-6-0 19x24-56"  
 Duluth, South Shore & Atlantic D-1 #78  
 1892 to Duluth, South Shore & Atlantic D-1 #308  
 March 1929 sold to Weidman Lumber  
 AAT

1280 October 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #446  
 June 1891 to Chicago, Rock Island & Pacific MP-6 #581  
 to Chicago, Rock Island & Pacific B-15 #581  
 to Chicago, Rock Island & Pacific E-15 #581  
 November 1925 scrapped  
 AAT

1281 October 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #447  
 1890 sold to Chicago, Rock Island & Pacific MP-6 #582  
 to Chicago, Rock Island & Pacific B-15 #582  
 to Chicago, Rock Island & Pacific E-15 #582  
 December 1922 scrapped  
 AAT

1282 October 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska 3448  
 June 1891 to Chicago, Rock Island & Pacific MP-6 #583  
 to Chicago, Rock Island & Pacific MP-6b #583  
 to Chicago, Rock Island & Pacific B-15 #583  
 by August 1912 sold to Chicago, Rock Island & Gulf MP-6b #583  
 to Chicago, Rock Island & Gulf E-15 #583  
 February 1928 scrapped  
 AAT

1283 October 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #449  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #584  
 to Chicago, Rock Island & Pacific B-15 #584  
 to Chicago, Rock Island & Pacific E-15 #584  
 August 1926 scrapped  
 AAT

1284 October 1887 4-40- 18x24-64"  
 Chicago, Kansas & Nebraska #450  
 June 1891 to Chicago, Rock Island & Pacific MP-6b #541  
 to Chicago, Rock Island & Pacific B-15 #541  
 to Chicago, Rock Island & Pacific E-15 #541  
 May 1917 scrapped  
 AAT

1285 October 1887 2-6-0 19x24-56"  
 Illinois Central Railroad #380  
 1896 to Illinois Central Railroad #511  
 1896 to Illinois Central Railroad #827  
 1904 to Illinois Central Railroad #1827  
 March 1915 scrapped  
 AAT

1286 October 1887 2-6-0 19x24-56"  
 Illinois Central Railroad #381  
 1896 to Illinois Central Railroad #512 (1<sup>st</sup>)  
 1896 to Illinois Central Railroad #828  
 1904 to Illinois Central Railroad #1828  
 February 1916 scrapped  
 AAT

1287 October 1887 2-6-0 19x24-56"  
 Illinois Central Railroad #382  
 1896 to Illinois Central Railroad #513 (1<sup>st</sup>)  
 1896 to Illinois Central Railroad #829  
 1904 to Illinois Central Railroad #1829  
 February 1916 scrapped  
 AAT

1288 October 1887 2-6-0 19x24-56"  
 Illinois Central Railroad #383 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #514 (1<sup>st</sup>)  
 1896 to Illinois Central Railroad #830  
 1904 to Illinois Central Railroad #1830  
 June 1916 scrapped  
 AAT, ICR

1289 October 1887 2-6-0 19x24-56"  
 Illinois Central Railroad #384 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #515  
 to Illinois Central Railroad #831  
 1904 to Illinois Central Railroad #1831  
 February 1916 scrapped  
 AAT, ICR

1290 November 1887 2-6-0 14x22-42½"  
 Lake County Railroad #4 "Oliver Sproul"  
 1897 sold to Manistique & Northwestern #4  
 February 1903 sold to Indiana, Illinois & Iowa #60  
 by 1905 retired from service  
 AAT

1291 November 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #451  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #451  
 to Chicago, Rock Island & Pacific B-15 #451  
 to Chicago, Rock Island & Pacific E-15 #451  
 April 1922 scrapped  
 AAT

1292 November 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #452  
 June 1891 sold to Chicago, Rock Island & Pacific #452  
 post 1919 to Chicago, Rock Island & Pacific #502  
 October 1924 scrapped  
 AAT

1293 November 1887 4-4-0 18x24-64"  
Chicago, Kansas & Nebraska #453  
June 1891 sold to Chicago, Rock Island & Pacific MP-6 #453  
to Chicago, Rock Island & Pacific B-15 #453  
to Chicago, Rock Island & Pacific E-15 #453  
March 1920 scrapped

AAT

1294 November 1887 4-4-0 18x24-64"  
Chicago, Kansas & Nebraska #454  
June 1891 to Chicago, Rock Island & Pacific MP-6 #454  
to Chicago, Rock Island & Pacific B-15 #454  
to Chicago, Rock Island & Pacific E-15 #454  
January 1916 scrapped

AAT

1295 November 1887 4-4-0 18x24-64"  
Chicago, Kansas & Nebraska #455  
June 1891 to Chicago, Rock Island & Pacific MP-6 #455  
to Chicago, Rock Island & Pacific B-15 #455  
to Chicago, Rock Island & Pacific E-15 #455  
January 1919 scrapped

AAT

1296 November 1887 2-6-0 19x24-56"  
Chicago, Madison & Northern #385  
to Illinois Central Railroad #385 (1<sup>st</sup>)  
July 1890 to Illinois Central Railroad #516  
1896 to Illinois Central Railroad #832  
1904 to Illinois Central Railroad #1832  
1917 to Illinois Central Railroad #2832  
July 1925 scrapped

AAT, ICR

1297 November 1887 2-6-0 19x24-56"  
Chicago, Madison & Northern #386  
to Illinois Central Railroad #386 (1<sup>st</sup>)  
July 1890 to Illinois Central Railroad #517  
1896 to Illinois Central Railroad #833  
1904 to Illinois Central Railroad #1833  
1917 to Illinois Central Railroad #2833  
December 1928 scrapped

AAT, ICR

1298 November 1887 2-6-0 19x24-56"  
Chicago, Madison & Northern #387  
to Illinois Central Railroad #387 (1<sup>st</sup>)  
July 1890 to Illinois Central Railroad #518  
1896 to Illinois Central Railroad #834  
1904 to Illinois Central Railroad #1834  
February 1916 scrapped

AAT, ICR

1299 November 1887 2-6-0 19x24-56"  
Chicago, Madison & Northern #388  
to Illinois Central Railroad #388 (1<sup>st</sup>)  
July 1890 to Illinois Central Railroad #519  
1896 to Illinois Central Railroad #835  
1904 to Illinois Central Railroad #1835  
1917 to Illinois Central Railroad #2835  
September 1926 scrapped

AAT, ICR

1300 November 1887 2-6-0 19x24-56"  
Chicago, Madison & Northern #389  
to Illinois Central Railroad #389 (1<sup>st</sup>)  
July 1890 to Illinois Central Railroad #520  
1896 to Illinois Central Railroad #836  
1904 to Illinois Central Railroad #1836  
May 1914 scrapped

AAT, ICR

1301 December 1887 2-6-0 18x24-56½"  
Chicago, Madison & Northern #364  
1888 to Illinois Central Railroad #364  
1890 to Illinois Central Railroad #811  
1904 to Illinois Central Railroad #1811  
May 1914 scrapped

AAT

1302 December 1887 2-6-0 18x24-56½"  
Chicago, Madison & Northern #365  
1888 to Illinois Central Railroad #365  
1890 to Illinois Central Railroad #812  
1904 to Illinois Central Railroad #1812  
November 1914 scrapped

AAT

1303 December 1887 2-6-0 18x24-56½"  
Chicago, Madison & Northern #366  
1888 to Illinois Central Railroad #366  
1890 to Illinois Central Railroad #813  
1904 to Illinois Central Railroad #1813  
April 1913 scrapped  
AAT

1304 December 1887 2-6-0 18x24-56½"  
Chicago, Madison & Northern #367  
1888 to Illinois Central Railroad #367  
1890 to Illinois Central Railroad #814  
1904 to Illinois Central Railroad #1814 (1<sup>st</sup>)  
May 1915 scrapped  
AAT

1305 December 1887 2-6-0 18x24-56½"  
Chicago, Madison & Northern #368  
1888 to Illinois Central Railroad #368  
1890 to Illinois Central Railroad #815  
1904 to Illinois Central Railroad #1815  
1917 to Illinois Central Railroad #2815  
December 1916 scrapped  
AAT

1306 December 1887 2-6-0 18x24-56½"  
Chicago, Madison & Northern #369  
1888 to Illinois Central Railroad #369  
1890 to Illinois Central Railroad #816  
1904 to Illinois Central Railroad #1816  
February 1916 scrapped  
AAT

1307 December 1887 2-6-0 18x24-56½"  
Chicago, Madison & Northern #370  
1888 to Illinois Central Railroad #370  
1890 to Illinois Central Railroad #817  
1904 to Illinois Central Railroad #1817  
February 1916 scrapped  
AAT

1308 December 1887 2-6-0 18x24-56½"  
Chicago, Madison & Northern #371  
1888 to Illinois Central Railroad #371  
1890 to Illinois Central Railroad #818  
1904 to Illinois Central Railroad #1818  
February 1916 scrapped  
AAT

1309 December 1887 2-6-0 18x24-56½"  
Chicago, Madison & Northern #372  
1888 to Illinois Central Railroad #372  
1890 to Illinois Central Railroad #819  
1904 to Illinois Central Railroad #1819  
February 1916 scrapped  
AAT

1310 December 1887 2-6-0 18x24-56½"  
Chicago, Madison & Northern #373  
1888 to Illinois Central Railroad #373  
1890 to Illinois Central Railroad #820  
1904 to Illinois Central Railroad #1820  
November 1914 scrapped  
AAT

1311 December 1887 4-4-0 17x24-62"  
Ohio Valley Construction Company #17  
sold to Ohio River Railroad #17  
July 1901 sold to Baltimore & Ohio G-9 #651 (2<sup>nd</sup>)  
1911 retired from service  
AAT

1312 December 1887 4-4-0 17x24-62"  
Ohio Valley Construction Company #18  
sold to Ohio River Railroad #18  
July 1901 sold to Baltimore & Ohio G-9 #652 (2<sup>nd</sup>)  
by 1907 off roster  
AAT

1313 December 1887 4-4-0 17x24-62"  
 Ohio Valley Construction Company #19  
 sold to Ohio River Railroad #19  
 1901 sold to West Virginia Short Line #121  
 1903 sold to Baltimore & Ohio G-9 #654 (2<sup>nd</sup>)  
 by 1907 off roster  
 AAT

1314 December 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #462  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #462  
 to Chicago, Rock Island & Pacific B-15 #462  
 to Chicago, Rock Island & Pacific E-15 #462  
 February 1920 scrapped  
 AAT

1315 December 1887 4-40- 18x24-64"  
 Chicago, Kansas & Nebraska #463  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #463  
 to Chicago, Rock Island & Pacific B-15 #463  
 to Chicago, Rock Island & Pacific E-15 #463  
 March 1917 sold to Hyman Michaels  
 AAT

1316 December 1887 4-4-0 18x24-64"  
 Chicago, Kansas & Nebraska #464  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #464  
 to Chicago, Rock Island & Pacific B-15 #464  
 to Chicago, Rock Island & Pacific E-15 #464  
 February 1920 scrapped  
 AAT

1317 January 1888 44-0 18x25-64"  
 Chicago, Kansas & Nebraska #465  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #465  
 to Chicago, Rock Island & Pacific B-15 #465  
 to Chicago, Rock Island & Pacific E-15 #465  
 1912 sold to Pine Bluff & Northern #465  
 by August 1913 to Chicago, Rock Island & Gulf E-15 #465  
 April 1916 in service  
 AAT

1318 January 1888 4-4-0 18x25-64"  
 Chicago, Kansas & Nebraska #466  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #466  
 to Chicago, Rock Island & Pacific B-15 #466  
 to Chicago, Rock Island & Pacific E-15 #466  
 October 1912 scrapped  
 AAT

1319 January 1888 2-6-0 13x18-42"  
 Long Lake & Muskegon River #1 (Hackley & Hume)  
 1896 sold to Bartlett Lumber Company  
 AAT

1320 January 1888 2-6-0 19x24-56"  
 New York, Chicago & Saint Louis G #69  
 1910 to New York, Chicago & Saint Louis G #200 (4<sup>th</sup>)  
 1918 to New York, Chicago & Saint Louis G #250 (2<sup>nd</sup>)  
 October 1920 scrapped  
 AAT

1321 January 1888 2-6-0 19x24-56"  
 New York, Chicago & Saint Louis G #70  
 1910 to New York, Chicago & Saint Louis G #201 (3<sup>rd</sup>)  
 1918 to New York, Chicago & Saint Louis G #251 (2<sup>nd</sup>)  
 November 1920 scrapped  
 AAT

1322 January 1888 2-6-0 19x24-56"  
 New York, Chicago & Saint Louis G #71  
 1910 to New York, Chicago & Saint Louis G #202 (3<sup>rd</sup>)  
 September 1914 retired from service  
 AAT

1323 January 1888 2-6-0 19x24-56"  
 New York, Chicago & Saint Louis G #72  
 1910 to New York, Chicago & Saint Louis G #203 (2<sup>nd</sup>)  
 September 1914 retired from service  
 AAT

1324 January 1888 2-6-0 19x24-56"  
 New York, Chicago & Saint Louis G #73  
 1910 to New York, Chicago & Saint Louis G #204 (2<sup>nd</sup>)  
 1918 to New York, Chicago & Saint Louis G #252 (2<sup>nd</sup>)  
 November 1920 scrapped  
 AAT

1325 January 1888 4-4-0 18x25-64"  
 Chicago, Kansas & Nebraska #467  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #467  
 to Chicago, Rock Island & Pacific B-14 #467  
 to Chicago, Rock Island & Pacific E-14 #467  
 rebuilt  
 Chicago, Rock Island & Pacific MP-6a #467  
 June 1918 scrapped  
 AAT

1326 January 1888 4-4-0 18x25-64"  
 Chicago, Kansas & Nebraska #468  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #468  
 to Chicago, Rock Island & Pacific B-14 #468  
 to Chicago, Rock Island & Pacific E-14 #468  
 rebuilt  
 68" drivers  
 Chicago, Rock Island & Pacific MP-6a #468  
 March 1917 sold to Hyman Michaels  
 AAT

1327 January 1888 4-4-0 18x25-64"  
 Chicago, Kansas & Nebraska #469  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #496  
 to Chicago, Rock Island & Pacific B-14 #496  
 to Chicago, Rock Island & Pacific E-14 #496  
 rebuilt  
 68" drivers  
 Chicago, Rock Island & Pacific MP-6a #496  
 January 1916 scrapped  
 AAT

1328 January 1888 4-4-0 18x25-64"  
 Chicago, Kansas & Nebraska #470  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #470  
 to Chicago, Rock Island & Pacific B-14 #470  
 to Chicago, Rock Island & Pacific E-14 #470  
 rebuilt  
 68" drivers  
 Chicago, Rock Island & Pacific MP-6a #470  
 June 1918 scrapped  
 AAT

1329 January 1888 4-4-0 18x25-64"  
 Chicago, Kansas & Nebraska #471  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #471  
 to Chicago, Rock Island & Pacific B-14 #471  
 to Chicago, Rock Island & Pacific E-14 #471  
 rebuilt  
 68" drivers  
 Chicago, Rock Island & Pacific MP-6a #471  
 July 1921 sold to Rock Island Southern  
 AAT

1330 February 1888 4-4-0 17x24-63"  
 Cincinnati, Wabash & Michigan #18  
 1892 sold to Cleveland, Cincinnati, Chicago & Saint Louis #618  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 C-65b #7088 (1<sup>st</sup>)  
 December 1911 scrapped  
 AAT, BAX

1331 February 1888 2-6-0 3' gauge 15x18-38"  
 J. E. Potts Salt & Lumber Company #1  
 July 1891 sold to Au Sable & Northwestern #1  
 AAT

1332 February 1888 2-6-0 3' gauge 15x18-38"  
 J. E. Potts Salt & Lumber Company #2  
 July 1891 sold to Au Sable & Northwestern #2  
 AAT

1333 March 1888 4-6-0 18x24-56"  
 Milwaukee & Northern #30  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #930 (1<sup>st</sup>)  
 1899 to Chicago, Milwaukee & Saint Paul #5 (3<sup>rd</sup>)  
 1912 to Chicago, Milwaukee & Saint Paul G-2 #2000 (2<sup>nd</sup>)  
 October 1925 scrapped  
 AAT

1334 March 1888 4-6-0 18x24-56"  
 Milwaukee & Northern #31  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #931 (1<sup>st</sup>)  
 1899 to Chicago, Milwaukee & Saint Paul #6 (2<sup>nd</sup>)  
 1912 to Chicago, Milwaukee & Saint Paul G-2 #2001 (2<sup>nd</sup>)  
 June 1926 scrapped  
 AAT

1335 March 1888 4-6-0 18x24-56"  
 Milwaukee & Northern #32  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #931 (1<sup>st</sup>)  
 1899 to Chicago, Milwaukee & Saint Paul #7 (2<sup>nd</sup>)  
 1912 to Chicago, Milwaukee & Saint Paul G-2 #2002 (2<sup>nd</sup>)  
 August 1927 scrapped  
 AAT

1336 February 1888 2-6-0 19x24-56"  
 Chicago & Atlantic #46  
 August 1890 sold to Chicago & Erie #518  
 1895 sold to Erie Railroad F-4 #694  
 1900 to Erie Railroad #702  
 March 1916 scrapped at Huntington  
 AAT

1337 February 1888 2-6-0 19x24-56"  
 Chicago & Atlantic #47  
 August 1890 sold to Chicago & Erie #519  
 1895 sold to Erie Railroad F-4 #695  
 1900 to Erie Railroad #703  
 June 1916 scrapped at Huntington  
 AAT

1338 February 1888 2-6-0 19x24-56"  
 Chicago & Atlantic #48  
 August 1890 sold to Chicago & Erie #520  
 1895 sold to Erie Railroad F-4 #696  
 1900 to Erie Railroad #704  
 October 1911 sold as scrap to G. W. Jennings  
 AAT

1339 February 1888 2-6-0 19x24-56"  
 Chicago & Atlantic #49  
 August 1890 sold to Chicago & Erie #521  
 1895 sold to Erie Railroad F-4 #697  
 1900 to Erie Railroad #705  
 May 1912 sold as scrap to Bialowski Brothers  
 June 1916 scrapped  
 AAT

1340 February 1888 0-6-0 17x24-50"  
 Milwaukee & Northern #33  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #933  
 1898 to Chicago, Milwaukee & Saint Paul #103 (2<sup>nd</sup>)  
 1899 to Chicago, Milwaukee & Saint Paul I-2 #1103  
 October 1918 sold  
 AAT, CMK

1341 March 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #477  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #477  
 to Chicago, Rock Island & Pacific B-15 #477  
 to Chicago, Rock Island & Pacific E-15 #477  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #477  
 December 1922 scrapped  
 AAT

1342 March 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #478  
 June 1891 sold to Chicago, Rock Island & Pacific MP-6 #478  
 to Chicago, Rock Island & Pacific B-15 #478  
 to Chicago, Rock Island & Pacific E-15 #478  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #478  
 April 1922 scrapped  
 AAT

1343 March 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #479  
 June 1891 to Chicago, Rock Island & Pacific MP-6 #479  
 to Chicago, Rock Island & Pacific B-15 #479  
 to Chicago, Rock Island & Pacific E-15 #479  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #479  
 January 1924 scrapped  
 AAT

1344 March 1888 4-4-0 18x24-58"  
Chicago, Kansas & Nebraska #480  
June 1891 sold to Chicago, Rock Island & Pacific MP-6 #480  
to Chicago, Rock Island & Pacific B-15 #480  
by August 1912 rebuilt  
64" drivers  
Chicago, Rock Island & Pacific MP-6b #480  
to Chicago, Rock Island & Gulf E-15 #480  
May 1918 scrapped  
AAT

1345 March 1888 4-4-0 18x24-58"  
Chicago, Kansas & Nebraska #481  
June 1891 sold to Chicago, Rock Island & Pacific MP-6 #481  
to Chicago, Rock Island & Pacific B-15 #481  
to Chicago, Rock Island & Pacific E-15 #481  
rebuilt  
64" drivers  
1919-1924 off roster  
AAT

1346 March 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #74  
1910 to New York, Chicago & Saint Louis G #205 (2<sup>nd</sup>)  
September 1914 retired from service  
AAT

1347 March 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #75  
1910 to New York, Chicago & Saint Louis G #206 (2<sup>nd</sup>)  
September 1914 retired from service  
AAT

1348 March 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #76  
1910 to New York, Chicago & Saint Louis G #76  
September 1914 retired from service  
AAT

1349 March 1888 2-6-0 19x24-56"  
Duluth, South Shore & Atlantic #79  
1892 to Duluth, South Shore & Atlantic #315  
June 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie D-1 #202  
1913 sold to Fairmount & Veblen  
June 1915 sold to Minneapolis, Saint Paul & Sault Sainte Marie #202  
AAT

1350 March 1888 2-6-0 19x24-56"  
Duluth, South Shore & Atlantic #80  
1892 to Duluth, South Shore & Atlantic #309  
June 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie D-1 #200  
September 1926 scrapped  
AAT

1351 March 1888 2-6-0 19x24-56"  
Duluth, South Shore & Atlantic #81  
1892 to Duluth, South Shore & Atlantic #316  
July 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie D-1 #204  
August 1926 scrapped  
AAT

1352 March 1888 2-6-0 19x24-56"  
Duluth, South Shore & Atlantic #82  
1892 to Duluth, South Shore & Atlantic #307  
June 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie D-1 #203  
AAT

1353 March 1888 2-6-0 19x24-56"  
Duluth, South Shore & Atlantic #83  
1892 to Duluth, South Shore & Atlantic #310  
June 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie D-1 #201  
AAT

1354 March 1888 2-6-0 19x24-56"  
Duluth, South Shore & Atlantic #84  
1892 to Duluth, South Shore & Atlantic #312  
1896 to Duluth, South Shore & Atlantic #309 (2<sup>nd</sup>)  
June 1933 sold as scrap to Duluth Iron & Metal Company  
AAT

1355 March 1888 2-6-0 19x24-56"  
Duluth, South Shore & Atlantic #85  
1892 to Duluth, South Shore & Atlantic #313  
August 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie D-1  
#207  
October 1926 scrapped  
AAT

1356 March 1888 2-6-0 19x24-56"  
Duluth, South Shore & Atlantic #86  
1892 to Duluth, South Shore & Atlantic #317  
August 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie D-1  
#206  
AAT

1357 March 1888 2-6-0 19x24-56"  
Duluth, South Shore & Atlantic #87 (1<sup>st</sup>)  
1892 to Duluth, South Shore & Atlantic #67 (2<sup>nd</sup>)  
1896 to Duluth, South Shore & Atlantic D-1 #311  
December 1926 sold to Weidman Lumber; Trout Creek, Michigan  
AAT

1358 March 1888 2-6-0 19x24-56"  
Duluth, South Shore & Atlantic #88 (1<sup>st</sup>)  
1892 to Duluth, South Shore & Atlantic #68 (2<sup>nd</sup>)  
1896 to Duluth, South Shore & Atlantic #318  
September 1892 sold to Minneapolis, Saint Paul & Sault Sainte Marie  
D-1 #205  
1914 sold to Fairmount & Veblen Railroad  
June 1915 sold to Minneapolis, Saint Paul & Sault Sainte Marie #205  
AAT

1359 April 1888 2-6-0 19x24-55"  
Cincinnati, Sandusky & Cleveland #112  
October 1890 sold to Cleveland, Cincinnati, Chicago & Saint Louis #215  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
Ex #6371 (1<sup>st</sup>)  
January 1912 scrapped  
AAT, BAX

1360 April 1888 2-6-0 19x24-55"  
Cincinnati, Sandusky & Cleveland #113  
October 1890 sold to Cleveland, Cincinnati, Chicago & Saint Louis #143  
by 1899 off roster  
AAT

1361 April 1888 4-4-0 18x24-58"  
Chicago, Kansas & Nebraska #482  
June 1891 sold to Chicago, Rock Island & Pacific MP-19 #482  
to Chicago, Rock Island & Pacific B-15 #482  
to Chicago, Rock Island & Pacific E-15 #482  
rebuilt  
64" drivers  
Chicago, Rock Island & Pacific MP-6b #482  
September 1919 scrapped  
AAT

1362 April 1888 4-4-0 18x24-58"  
Chicago, Kansas & Nebraska #483  
June 1891 sold to Chicago, Rock Island & Pacific MP-19 #483  
to Chicago, Rock Island & Pacific B-15 #483  
rebuilt  
64" drivers  
Chicago, Rock Island & Pacific MP-6b #483  
by August 1912 to Chicago, Rock Island & Gulf E-15 #483  
November 1922 scrapped  
AAT

1363 April 1888 4-4-0 18x24-58"  
Chicago, Kansas & Nebraska #484  
June 1891 sold to Chicago, Rock Island & Pacific MP-19 #484  
to Chicago, Rock Island & Pacific B-15 #484  
to Chicago, Rock Island & Pacific E-15 #484  
rebuilt  
64" drivers  
Chicago, Rock Island & Pacific MP-6b #484  
September 1916 scrapped  
AAT

1364 April 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #485  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #485  
 to Chicago, Rock Island & Pacific B-15 #485  
 to Chicago, Rock Island & Pacific E-15 #485  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #485  
 July 1921 sold to Rock Island Southern  
 AAT

1365 April 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #486  
 June 1891 to Chicago, Rock Island & Pacific MP-19 #486  
 to Chicago, Rock Island & Pacific B-15 #486  
 to Chicago, Rock Island & Pacific E-15 #486  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #486  
 by 1912 retired from service  
 AAT

1366 April 1888 4-6-0 18x24-57"  
 Ohio Valley Construction Company #20  
 sold to Ohio River Railroad #20 (1<sup>st</sup>)  
 to Ohio River Railroad #30  
 July 1901 sold to Baltimore & Ohio B-30 #296 (4<sup>th</sup>)  
 1911 retired from service  
 AAT

1367 April 1888 4-6-0 18x24-57"  
 Ohio Valley Construction Company #21  
 sold to Ohio River Railroad #21  
 to Ohio River Railroad #31  
 July 1901 sold to Baltimore & Ohio B-30 #297 (3<sup>rd</sup>)  
 June 1910 sold to Georgia Car & Locomotive Company #121  
 November 1911 sold to Ocala Northern #111  
 sold to Georgia Car & Locomotive Company #262  
 January 3, 1916 sold to Kelly Clark Lumber Company #6  
 AAT

1368 April 1888 4-6-0 18x24-57"  
 Ohio Valley Construction Company #22  
 sold to Ohio River Railroad #22  
 to Ohio River Railroad #32  
 July 1901 sold to Baltimore & Ohio B-30 #298 (3<sup>rd</sup>)  
 1902 exploded  
 AAT

1369 April 1888 4-6-0 18x24-57"  
 Ohio Valley Construction Company #23  
 sold to Ohio River Railroad #23  
 to Ohio River Railroad #33  
 July 1901 sold to Baltimore & Ohio B-30 #299 (3<sup>rd</sup>)  
 1912 retired from service  
 AAT

1370 April 1888 2-6-0 15x24-48"  
 Allegheny & Kinzua #3  
 1899 sold to J. R. Droney Lumber  
 sold to Girard Lumber Company  
 AAT

1371 April 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #487  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #487  
 to Chicago, Rock Island & Pacific B-15 #487  
 to Chicago, Rock Island & Pacific E-15 #487  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #487  
 August 1920 sold to J. S. Connelly  
 AAT

1372 April 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #488  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #488  
 to Chicago, Rock Island & Pacific B-15 #488  
 to Chicago, Rock Island & Pacific E-15 #488  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #488  
 February 1924 scrapped  
 AAT

1373 April 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #489  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #489  
 to Chicago, Rock Island & Pacific B-15 #489  
 to Chicago, Rock Island & Pacific E-15 #489  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #489  
 June 1916 scrapped  
 AAT

1374 April 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #490  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #490  
 to Chicago, Rock Island & Pacific B-15 #490  
 to Chicago, Rock Island & Pacific E-15 #490  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #490  
 June 1918 scrapped  
 AAT

1375 April 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #491  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #491  
 to Chicago, Rock Island & Pacific B-15 #491  
 to Chicago, Rock Island & Pacific E-15 #491  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #491  
 September 1916 scrapped  
 AAT

1376 May 1888 0-6-0 17x24-48"  
 Lakeside & Marblehead #1 (2<sup>nd</sup>)  
 AAT

1377 November 1888 0-6-0 17x24-48"  
 Cleveland & Canton #2 (2<sup>nd</sup>)  
 1892 sold to Cleveland, Canton & Southern #2  
 September 1899 sold to Wheeling & Lake Erie B-1 #10 (2<sup>nd</sup>)  
 1905 to Wheeling & Lake Erie B-1 #26 (3<sup>rd</sup>)  
 1919 to Wheeling & Lake Erie B-1 #1801  
 July 1923 scrapped  
 AAT

1378 November 1888 0-6-0 17x24-48"  
 Cleveland & Canton #3 (2<sup>nd</sup>)  
 1892 sold to Cleveland, Canton & Southern #3  
 September 1899 sold to Wheeling & Lake Erie B-1 #11 (2<sup>nd</sup>)  
 1905 to Wheeling & Lake Erie B-1 #27 (4<sup>th</sup>)  
 1920 to Wheeling & Lake Erie B-1 #1802  
 September 1921 scrapped  
 AAT

1379 November 1888 0-6-0 17x24-48"  
 Cleveland & Canton #4  
 1892 sold to Cleveland, Canton & Southern #4  
 September 1899 sold to Wheeling & Lake Erie B-1 #4 (2<sup>nd</sup>)  
 1902 to Wheeling & Lake Erie B-1 #15 (3<sup>rd</sup>)  
 1905 to Wheeling & Lake Erie B-1 #28 (4<sup>th</sup>)  
 April 1919 sold to General Equipment Company  
 AAT

1380 June 1888 4-4-0 18x26-62"  
 Union Pacific #781  
 1901 sold to Colorado & Wyoming #102  
 November 1902 sold to Fort Worth & Denver City C-2r #40  
 March 1925 scrapped  
 AAT

1381 June 1888 4-4-0 18x26-62"  
 Union Pacific #782  
 1901 scrapped  
 AAT

1382 May 1888 4-4-0 18x26-62"  
 Union Pacific #783  
 August 1904 sold to Texas & New Orleans #247  
 1913 to Texas & New Orleans #217 (2<sup>nd</sup>)  
 May 1929 scrapped  
 AAT

1383 June 1888 4-4-0 18x26-62"  
 Union Pacific #784  
 November 1902 sold to Hicks Locomotive  
 November 1902 sold to Fort Worth & Denver City C-2q #39  
 February 1930 scrapped  
 AAT

1384 June 1888 4-4-0 18x26-63"  
 Union Pacific #785  
 1915 to Union Pacific #697 (2<sup>nd</sup>)  
 to Union Pacific #928  
 May 1916 off roster  
 AAT

1385 June 1888 4-4-0 18x26-62"  
 Union Pacific #786  
 1910 scrapped  
 AAT

1386 June 1888 4-4-0 18x26-62"  
 Union Pacific #787  
 1909 sold to Chicago, Memphis & Gulf #3  
 by August 1920 off roster  
 AAT

1387 June 1888 4-4-0 18x26-62"  
 Union Pacific #788  
 January 1910 sold to Denver, Laramie & Northwestern #2  
 AAT

1388 June 1888 4-4-0 18x26-62"  
 Union Pacific #789  
 1915 to Union Pacific #699 (2<sup>nd</sup>)  
 1918 rebuilt  
 snowplow  
 September 1921 to Union Pacific #930  
 AAT

1389 June 1888 4-4-0 18x26-62"  
 Union Pacific #790  
 1903 sold to F. M. Hicks  
 AAT

1390 June 1888 4-4-0 17x24-63"  
 Cincinnati, Wabash & Michigan #19  
 1892 sold to Cleveland, Cincinnati, Chicago & Saint Louis #619  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 C-65b #7089 (1<sup>st</sup>)  
 December 1911 scrapped  
 AAT, BAX

1391 June 1888 4-4-0 17x24-63"  
 Cincinnati, Wabash & Michigan #20  
 1892 sold to Cleveland, Cincinnati, Chicago & Saint Louis #620  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 C-65b #7090 (1<sup>st</sup>)  
 December 1911 scrapped  
 AAT, BAX

1392 June 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #492  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #492  
 to Chicago, Rock Island & Pacific B-15 #492  
 to Chicago, Rock Island & Pacific E-15 #492  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #492  
 March 1920 scrapped  
 AAT

1393 June 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #493  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #493  
 to Chicago, Rock Island & Pacific B-15 #493  
 to Chicago, Rock Island & Pacific E-15 #493  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #493  
 June 1916 scrapped  
 AAT

1394 June 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #494  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #494  
 to Chicago, Rock Island & Pacific B-15 #494  
 to Chicago, Rock Island & Pacific E-15 #494  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #494  
 February 1924 scrapped  
 AAT

1395 June 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #494  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #495  
 to Chicago, Rock Island & Pacific B-15 #495  
 to Chicago, Rock Island & Pacific E-15 #495  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #495  
 May 1922 scrapped  
 AAT

1396 June 1888 4-4-0 18x24-58"  
 Chicago, Kansas & Nebraska #496  
 June 1891 sold to Chicago, Rock Island & Pacific MP-19 #496  
 to Chicago, Rock Island & Pacific B-15 #496  
 to Chicago, Rock Island & Pacific E-15 #496  
 rebuilt  
 64" drivers  
 Chicago, Rock Island & Pacific MP-6b #496  
 October 1917 to Anthony & Northern #4  
 December 1919 sold to Wichita Northwestern #4  
 AAT

1397 June 1888 0-4-0T 2'6" gauge 8x14-28"  
 North Western Mining & Excavating Company #4; McKean,  
 Pennsylvania  
 AAT

1398 June 1888 0-4-0T 2'6" gauge 8x14-28"  
 North Western Mining & Excavating Company #5; McKean,  
 Pennsylvania  
 AAT

1399 November 1888 4-4-0 16x24-68"  
 Cleveland & Canton #44  
 1892 sold to Cleveland, Canton & Southern #44  
 September 1899 sold to Wheeling & Lake Erie D-2 #44 (3<sup>rd</sup>)  
 1904 to Wheeling & Lake Erie D-2 #311  
 December 1908 retired from service  
 May 1909 scrapped  
 AAT

1400 November 1888 4-4-0 16x24-68"  
 Cleveland & Canton #45  
 1892 sold to Cleveland, Canton & Southern #45  
 September 1899 sold to Wheeling & Lake Erie D-2 #45 (3<sup>rd</sup>)  
 1905 to Wheeling & Lake Erie D-2 #312  
 December 1915 retired from service  
 January 1917 sold to I. Gerson & Sons  
 AAT

1401 November 1888 4-4-0 16x24-68"  
 Cleveland & Canton #46  
 1892 sold to Cleveland, Canton & Southern #46  
 September 1899 sold to Wheeling & Lake Erie D-2 #46 (3<sup>rd</sup>)  
 1905 to Wheeling & Lake Erie D-2 #313  
 June 1923 scrapped  
 AAT

1402 June 1888 4-4-0 15x22-56"  
 Lake Erie, Sussex & Detroit River #1  
 1892 sold to Lake Erie & Detroit River #1  
 1899 to Lake Erie & Detroit River #41  
 March 1904 sold to Pere Marquette #810  
 AAT

1403 November 1888 2-6-0 18x24-56"  
 Cleveland & Canton #18 (2<sup>nd</sup>)  
 1892 sold to Cleveland, Canton & Southern #18  
 August 1899 sold to Wheeling & Lake Erie F-1 #143  
 1904 to Wheeling & Lake Erie F-1 #600  
 July 1918 retired from service  
 June 1923 scrapped  
 AAT

1404 November 1888 2-6-0 19x24-56"  
Cleveland & Canton #19 (2<sup>nd</sup>)  
1892 sold to Cleveland, Canton & Southern #19  
August 1899 sold to Wheeling & Lake Erie F-1 #144  
1905 to Wheeling & Lake Erie F-1 #601  
June 1914 retired from service  
January 1917 sold to I. Gerson & Sons  
AAT

1405 November 1888 2-6-0 19x24-56"  
Cleveland & Canton #20 (2<sup>nd</sup>)  
1892 sold to Cleveland, Canton & Southern #20  
August 1899 sold to Wheeling & Lake Erie F-1 #145  
1906 to Wheeling & Lake Erie F-1 #602  
May 1915 retired from service  
January 1917 sold to I. Gerson & Sons  
AAT

1406 November 1888 2-6-0 19x24-56"  
Cleveland & Canton #21 (2<sup>nd</sup>)  
1892 sold to Cleveland, Canton & Southern #21  
August 1899 sold to Wheeling & Lake Erie #146  
1906 to Wheeling & Lake Erie #603  
November 1917 sold  
AAT

1407 November 1888 2-6-0 19x24-56"  
Cleveland & Canton #22 (2<sup>nd</sup>)  
1892 sold to Cleveland, Canton & Southern #22  
August 1899 sold to Wheeling & Lake Erie F-1 #147  
1908 to Wheeling & Lake Erie F-1 #604  
March 1913 scrapped  
AAT

1408 November 1888 2-6-0 19x24-56"  
Cleveland & Canton #23 (2<sup>nd</sup>)  
1892 sold to Cleveland, Canton & Southern #23  
August 1899 sold to Wheeling & Lake Erie F-1 #148  
1905 to Wheeling & Lake Erie F-1 #605  
March 1913 scrapped  
AAT

1409 July 1888 2-6-0 18x24-57"  
Cleveland, Lorain & Wheeling #33  
1895 to Cleveland, Lorain & Wheeling #44  
1902 sold to Baltimore & Ohio K-9 #907 (2<sup>nd</sup>)  
to Baltimore & Ohio K-9 #915 (2<sup>nd</sup>)  
1915 retired from service  
AAT

1410 July 1888 2-6-0 18x24-57"  
Cleveland, Lorain & Wheeling #34  
1895 to Cleveland, Lorain & Wheeling #45  
1902 sold to Baltimore & Ohio K-9 #908 (2<sup>nd</sup>)  
May 1907 sold to Canadian Northern Quebec #54  
to Canadian Northern Quebec #46  
1915 sold to Canadian Northern Railway D-7a #120  
January 1917 scrapped  
AAT

1411 July 1888 2-6-0 18x24-57"  
Cleveland, Lorain & Wheeling #35 "C. L. Cutter"  
1895 to Cleveland, Lorain & Wheeling #46  
1902 sold to Baltimore & Ohio K-9 #916 (2<sup>nd</sup>)  
1912 off roster  
AAT

1412 August 1888 4-4-0 17x24-69"  
Lake Shore & Michigan Southern F #220  
1905 to Lake Shore & Michigan Southern #4103  
to Lake Shore & Michigan Southern #4173  
March 1908 rebuilt  
November 1918 scrapped  
AAT

1413 August 1888 4-4-0 17x24-69"  
Lake Shore & Michigan Southern F #224  
1905 to Lake Shore & Michigan Southern R-1 #4104  
to Lake Shore & Michigan Southern C-51a #4174  
January 1907 rebuilt  
November 1918 scrapped  
AAT

1414 August 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #77  
1910 to New York, Chicago & Saint Louis G #208 (3<sup>rd</sup>)  
1918 to New York, Chicago & Saint Louis G #253 (2<sup>nd</sup>)  
1920 scrapped  
AAT

1415 August 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #78  
1910 to New York, Chicago & Saint Louis G #209 (4<sup>th</sup>)  
September 1914 scrapped  
AAT

1416 August 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #79  
1910 to New York, Chicago & Saint Louis G #210 (3<sup>rd</sup>)  
1918 to New York, Chicago & Saint Louis G #254 (2<sup>nd</sup>)  
November 1920 scrapped  
AAT

1417 August 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #80  
1910 to New York, Chicago & Saint Louis G #211 (3<sup>rd</sup>)  
September 1916 scrapped  
AAT

1418 August 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #81  
1910 to New York, Chicago & Saint Louis G #212 (3<sup>rd</sup>)  
September 1916 scrapped  
AAT

1419 August 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #82  
1910 to New York, Chicago & Saint Louis G #213 (3<sup>rd</sup>)  
September 1914 scrapped  
AAT

1420 August 1888 2-6-0 19x24-56"  
New York, Chicago & Saint Louis G #83  
1910 to New York, Chicago & Saint Louis G #214 (3<sup>rd</sup>)  
June 1916 scrapped  
AAT

1421 August 1888 2-8-0 20x24-50"  
New York, Pennsylvania & Ohio #665  
1895 sold to Erie Railroad H-8 #1280  
May 1922 scrapped  
AAT

1422 August 1888 2-8-0 20x24-50"  
New York, Pennsylvania & Ohio #666  
1895 sold to Erie Railroad H-8 #1281  
December 1915 scrapped  
AAT

1423 August 1888 2-8-0 20x24-50"  
New York, Pennsylvania & Ohio #667  
1895 sold to Erie Railroad H-8 #1282  
August 1920 sold to Monterrey Iron & Steel Company #2101; Mexico  
sold to National of Mexico #2101A  
AAT

1424 August 1888 2-8-0 20x24-50"  
New York, Pennsylvania & Ohio #668  
1895 sold to Erie Railroad H-8 #1283  
November 1905 scrapped  
AAT

1425 August 1888 2-8-0 20x24-50"  
New York, Pennsylvania & Ohio #669  
1895 sold to Erie Railroad H-8 #1284  
January 1920 sold to Dayton, Toledo & Chicago  
AAT

1426 August 1888 2-8-020x24-50"  
New York, Pennsylvania & Ohio #670  
1895 sold to Erie Railroad H-8 #1285  
December 1921 sold to Dayton, Toledo & Chicago  
AAT

1427 September 1888 2-8-0 20x24-50"  
New York, Pennsylvania & Ohio #671  
1895 sold to Erie Railroad H-8 #1286  
October 1925 scrapped  
AAT

1428 September 1888 2-8-0 20x24-50"  
 New York, Pennsylvania & Ohio #672  
 1895 sold to Erie Railroad H-8 #1287  
 December 1921 scrapped  
 AAT

1429 September 1888 2-8-0 20x24-50"  
 New York, Pennsylvania & Ohio #673  
 1895 sold to Erie Railroad H-8 #1288  
 November 1905 scrapped  
 AAT

1430 September 1888 2-8-0 20x24-50"  
 New York, Pennsylvania & Ohio #674  
 1895 sold to Erie Railroad H-8 #1289  
 September 1921 scrapped  
 AAT

1431 September 1888 2-6-4T 16x24-48"  
 Chattanooga & Lookout Mountain #1 "Mississippi" (order cancelled)  
 rebuilt as 2-6-0  
 1892 sold to Drake & Stratton Company #11  
 1901 sold to North Algiers & Southern Lumber Company  
 AAT

1432 September 1888 4-4-0 17x24-62"  
 Milwaukee & Northern #34  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #34  
 1895 to Chicago, Milwaukee & Saint Paul #934  
 1899 to Chicago, Milwaukee & Saint Paul #723 (2<sup>nd</sup>)  
 1912 to Chicago, Milwaukee & Saint Paul H-6c #531 (2<sup>nd</sup>)  
 May 1926 scrapped  
 AAT, CMK

1433 September 1888 4-4-0 17x24-62"  
 Milwaukee & Northern #35  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #35  
 1894 to Chicago, Milwaukee & Saint Paul #935  
 1899 to Chicago, Milwaukee & Saint Paul #724 (2<sup>nd</sup>)  
 1912 to Chicago, Milwaukee & Saint Paul H-6c #532 (2<sup>nd</sup>)  
 September 1926 scrapped  
 AAT, CMK

1434 October 1888 2-6-0 19x24-57"  
 Lake Shore & Michigan Southern Oa #400  
 1902 to Lake Shore & Michigan Southern #211  
 1905 to Lake Shore & Michigan Southern #5300  
 April 1909 to Michigan Central E-47c #8380  
 September 1923 retired from service  
 AAT

1437 1888 2-6-0  
 Lake Shore & Michigan Southern #5303  
 May 1909 to New York Central (Michigan Central) E-47c #8382 (1<sup>st</sup>)  
 March 1923 retired from service  
 BAX

1447 00/1888 2-6-0  
 Illinois Central Railroad #390 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #521  
 ICR

1448 00/1888 2-6-0  
 Illinois Central Railroad #391 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #522  
 ICR

1449 00/1888 2-6-0  
 Illinois Central Railroad #392 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #523  
 ICR

1450 00/1888 2-6-0  
 Illinois Central Railroad #393 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #524  
 ICR

1451 00/1888 2-6-0  
 Illinois Central Railroad #394 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #525  
 ICR

1452 00/1888 2-6-0  
 Illinois Central Railroad #395 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #526  
 ICR

1453 00/1888 2-6-0  
 Illinois Central Railroad #396 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #527  
 ICR

1475 00/1888 2-6-0  
 Illinois Central Railroad #397 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #528  
 ICR

1476 00/1888 2-6-0  
 Illinois Central Railroad #398 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #529  
 ICR

1477 00/1888 2-6-0  
 Illinois Central Railroad #399 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #530  
 ICR

1478 00/1888 2-6-0  
 Illinois Central Railroad #400 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #531  
 ICR

1479 December 1888 2-6-0 18x24-56½"  
 Illinois Central Railroad #401 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #532  
 1896 to Illinois Central Railroad #848  
 1904 to Illinois Central Railroad #1848  
 February 1916 scrapped  
 AAT, ICR

1480 December 1888 2-6-0 18x24-56½"  
 Illinois Central Railroad #402 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #533  
 1896 to Illinois Central Railroad #849  
 1904 to Illinois Central Railroad #1849  
 May 1915 scrapped  
 AAT, ICR

1481 December 1888 2-6-0 18x24-56½"  
 Illinois Central Railroad #403 (1<sup>st</sup>)  
 July 1890 to Illinois Central Railroad #534  
 1896 to Illinois Central Railroad #850  
 1904 to Illinois Central Railroad #1850  
 February 1916 scrapped  
 AAT, ICR

1482 January 1889 0-6-0 18x24-52"  
 Chicago, Kansas & Nebraska #49  
 1888 sold to Chicago, Rock Island & Pacific #499 (1<sup>st</sup>)  
 1888 to Chicago, Rock Island & Pacific #74  
 1901 to Chicago, Rock Island & Pacific #62  
 October 1926 scrapped  
 AAT

1483 January 1889 2-6-0 19x24-58"  
 Chicago, Kansas & Nebraska #519  
 June 1891 sold to Chicago, Rock Island & Pacific #720  
 1911 rebuilt  
 18" bore  
 May 1934 scrapped  
 AAT

1484 January 1889 2-6-0 19x24-58"  
 Chicago, Kansas & Nebraska #520  
 June 1891 sold to Chicago, Rock Island & Pacific #721  
 rebuilt  
 51" drivers  
 April 1925 scrapped  
 AAT

1485 January 1889 2-6-0 19x24-58"  
 Chicago, Kansas & Nebraska #521  
 June 1891 sold to Chicago, Rock Island & Pacific #722  
 1911 rebuilt  
 18" bore  
 March 1924 scrapped  
 AAT

1486 January 1889 2-6-0 19x24-58"  
 Chicago, Kansas & Nebraska #522  
 June 1891 sold to Chicago, Rock Island & Pacific #723  
 rebuilt  
 51" drivers  
 December 1923 scrapped  
 AAT

1487 January 1889 2-6-0 19x24-58"  
 Chicago, Kansas & Nebraska #523  
 June 1891 sold to Chicago, Rock Island & Pacific #724  
 rebuilt  
 51" drivers  
 June 1922 scrapped  
 AAT

1488 January 1889 2-6-0 19x24-58"  
 Chicago, Kansas & Nebraska #524  
 June 1891 sold to Chicago, Rock Island & Pacific #725  
 1911 rebuilt  
 18" bore  
 May 1934 scrapped  
 AAT

1489 January 1889 2-6-0 19x24-58"  
 Chicago, Kansas & Nebraska #525  
 June 1891 sold to Chicago, Rock Island & Pacific #726  
 rebuilt  
 51" drivers  
 May 1927 scrapped  
 AAT

1490 January 1889 2-6-0 19x24-58"  
 Chicago, Kansas & Nebraska #526  
 June 1891 sold to Chicago, Rock Island & Pacific #727  
 1911 rebuilt  
 18" bore  
 October 1925 scrapped  
 AAT

1491 January 1889 2-6-0 19x24-58"  
 Chicago, Kansas & Nebraska #527  
 June 1891 sold to Chicago, Rock Island & Pacific #728  
 1911 rebuilt  
 18" bore  
 April 1928 scrapped  
 AAT

1512 March 1889 4-4-0 17x24-62"  
 Milwaukee & Northern #36  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #936 (1<sup>st</sup>)  
 1899 to Chicago, Milwaukee & Saint Paul #725 (2<sup>nd</sup>)  
 1912 to Chicago, Milwaukee & Saint Paul H-6c #533 (2<sup>nd</sup>)  
 January 1926 scrapped  
 AAT, CMK

1513 March 1889 4-4-0 17x24-62"  
 Milwaukee & Northern #37  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #937 (1<sup>st</sup>)  
 1899 to Chicago, Milwaukee & Saint Paul #726 (2<sup>nd</sup>)  
 1912 to Chicago, Milwaukee & Saint Paul H-6c #534 (2<sup>nd</sup>)  
 October 1926 scrapped  
 AAT, CMK

1514 March 1889 4-6-0 18x24-56"  
 Milwaukee & Northern #38  
 July 1893 sold to Chicago, Milwaukee & Saint Paul #938 (1<sup>st</sup>)  
 1899 to Chicago, Milwaukee & Saint Paul #8 (2<sup>nd</sup>)  
 1912 to Chicago, Milwaukee & Saint Paul G-2 #2003 (2<sup>nd</sup>)  
 July 1927 scrapped  
 AAT

1515 March 1889 2-6-0 13x18-43"  
 Long Lake & Muskegon River #2 "Thomas Hume" (Hackley & Hume)  
 sold to Charles Merril Company #2  
 AAT

1516 March 1889 4-4-2T 15x24-48"  
 Chattanooga & Lookout Mountain #2  
 repossessed  
 rebuilt  
 4-4-0 47" drivers  
 1892 sold to Middlesex Valley #2  
 August 1903 sold to Lehigh Valey  
 1905 sold to Marcellus & Otisco Lake #2 (1<sup>st</sup>)  
 AAT

1517 March 1889 4-4-2T 15x24-48"  
 Chattanooga & Lookout Mountain #3  
 repossessed  
 rebuilt  
 4-4-0 47" drivers  
 1892 sold to Bath & Hammondsport #8 "Charles W. Drake"  
 August 1912 sold  
 AAT

1518 March 1889 2-6-0 18x24-57"  
 Lake Erie & Western N-6 #54  
 1905 sold to New York Central E-40 #5330  
 November 1908 rebuilt  
 New York Central E-46a #5330  
 1924 sold to New York, Chicago & Saint Louis E-40a #310 (2<sup>nd</sup>)  
 October 1925 retired from service  
 November 1925 scrapped  
 AAT

1519 March 1889 2-6-0 18x24-57"  
 Lake Erie & Western N-6 #55  
 1905 sold to New York Central E-40 #5331  
 March 1909 rebuilt  
 New York Central E-40a #5331  
 August 1923 scrapped  
 AAT

1520 March 1889 2-6-0 18x24-57"  
 Lake Erie & Western N-6 #56  
 1905 sold to New York Central E-40 #5332  
 October 1908 rebuilt  
 New York Central E-40a #5332  
 1924 sold to New York, Chicago & Saint Louis E-40a #311 (2<sup>nd</sup>)  
 October 1924 retired from service  
 AAT

1521 March 1889 2-6-0 18x24-57"  
 Lake Erie & Western N-6 #57  
 1905 sold to New York Central E-40 #5333  
 January 1908 rebuilt  
 New York Central E-40a #5333  
 August 1923 retired from service  
 AAT

1522 March 1889 2-6-0 18x24-56"  
 Lake Erie & Western N-6 #58  
 1905 sold to New York Central E-40 #5334  
 February 1908 rebuilt  
 New York Central E-40a #5334  
 August 1923 scrapped  
 AAT

1523 April 1889 2-6-0 19x24-56"  
 Cleveland & Canton #16 (2<sup>nd</sup>)  
 1892 sold to Cleveland, Canton & Southern #16  
 August 1899 sold to Wheeling & Lake Erie F-1 #141  
 1904 to Wheeling & Lake Erie F-1 #606  
 January 1917 sold to I. Gerson & Sons  
 AAT

1524 April 1889 2-6-0 19x24-56"  
 Cleveland & Canton #17 (2<sup>nd</sup>)  
 1892 sold to Cleveland, Canton & Southern #17  
 August 1899 sold to Wheeling & Lake Erie #142  
 1904 to Wheeling & Lake Erie F-1 #607  
 August 1911 scrapped  
 AAT

1525 April 1889 4-4-0 17x24-63"  
 Cincinnati, Wabash & Michigan #22  
 1892 sold to Cleveland, Cincinnati, Chicago & Saint Louis #622  
 1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-65b #7092 (1<sup>st</sup>)  
 December 1911 scrapped  
 AAT, BAX

1526 April 1889 4-4-0 17x24-63"  
 Cincinnati, Wabash & Michigan #23  
 1892 sold to Cleveland, Cincinnati, Chicago & Saint Louis #623  
 1905 sold to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) C-65b #7093 (1<sup>st</sup>)  
 December 1911 scrapped  
 AAT, BAX

1527 April 1889 2-6-0 15x24-56"  
 Lake Erie, Essex & Detroit River #3  
 1892 sold to Lake Erie & Detroit River #3  
 1899 to Lake Erie & Detroit River #33  
 by 1903 rebuilt  
 0-6-0  
 January 1903 sold to Pere Marquette #813  
 November 1912 scrapped  
 AAT

1528 April 1889 4-4-0 17x24-62"  
 Cleveland & Canton #51  
 1892 sold to Cleveland, Canton & Southern #51  
 1893 to Cleveland, Canton & Southern #40  
 August 1899 sold to Wheeling & Lake Erie #62 (2<sup>nd</sup>)  
 1905 to Wheeling & Lake Erie D-3 #325  
 1918 to Wheeling & Lake Erie D-3 #1404  
 December 1925 scrapped  
 AAT

1529 April 1889 2-6-0 3' gauge 15x18-38"  
 J. E. Potts Salt & Lumber Company #3  
 1891 sold to Au Sable & Northwestern #3  
 1899 sold to Banner Lumber #3  
 1907 sold to Southern Iron & Equipment #520  
 December 7, 1912 sold to Kentwood & Eastern #27  
 January 1920 sold to Southern Iron & Equipment #1522  
 January 20, 1920 sold to Shubuta & Southwestern (Brownlee Lumber)  
 AAT

1530 April 1889 2-6-0 3' gauge 15x18-38"  
 J. E. Potts Salt & Lumber Company #4  
 1899 sold to Au Sable & Northwestern #4  
 April 1899 sold to Bellaire, Zanesville & Cincinnati #8  
 1903 sold to Ohio River & Western #8  
 1909 rebuilt with new boiler  
 July 1920 sold to Pennsylvania Railroad #9664  
 April 1924 sold as scrap to K&S  
 AAT

1531 April 1889 2-6-0 3' gauge 15x18-38"  
 J. E. Potts Salt & Lumber Company #5  
 July 1891 sold to Au Sable & Northwestern #5  
 AAT

1532 April 1889 4-4-0 17x24-62"  
 Kansas City, Fort Smith & Southern #2  
 to Kansas City, Fort Smith & Southern #122  
 1894 sold to Kansas City, Pittsburg & Gulf #10  
 1900 sold to Kansas City Southern B-2 #132  
 October 1910 scrapped  
 AAT

1533 May 1889 2-6-0 19x24-56"  
 Reynoldsville & Falls Creek #3  
 by 1910 off roster  
 AAT

1534 May 1889 2-6-0 18x24-56½"  
 Illinois Central Railroad #431  
 1890 to Illinois Central Railroad #535  
 1896 to Illinois Central Railroad #851  
 1904 to Illinois Central Railroad #1851  
 February 1916 scrapped  
 AAT

1535 May 1889 2-6-0 3' gauge 15x20-42"  
 Quincy & Torch Lake #1 "Thomas F. Mason"  
 October 1929 sold to Quincy Mining Company #1  
 to display at Quincy Mine Hoist Association  
 AAT

1536 May 1889 2-6-0 18x24-56½"  
 Illinois Central Railroad #432  
 1890 to Illinois Central Railroad #536  
 1896 to Illinois Central Railroad #852  
 1904 to Illinois Central Railroad #1852  
 1917 to Illinois Central Railroad #2852  
 July 1925 scrapped  
 AAT

1537 May 1889 4-6-0 18x24-55"  
 Kansas City, Fort Smith & Southern #3  
 to Kansas City, Fort Smith & Southern #55  
 1894 to Kansas City, Pittsburg & Gulf #9  
 April 1900 sold to Kansas City Southern D-2 #274  
 April 1911 scrapped  
 AAT

1538 May 1889 2-6-0 19x28-56"  
 Ulster & Delaware #8 (2<sup>nd</sup>)  
 1899 to Ulster & Delaware #16 (3<sup>rd</sup>)  
 1907 retired from service  
 1908 scrapped  
 AAT

1539 June 1889 4-4-0 18x24-61"  
 Ulster & Delaware #16 (2<sup>nd</sup>)  
 1898 to Ulster & Delaware #2 (2<sup>nd</sup>)  
 February 1932 sold to New York Central Cx #2  
 1932 retired from service  
 July 1932 scrapped  
 AAT

1540 June 1889 0-6-0 18x24-50"  
 Valley Railway #23  
 October 1895 sold to Cleveland Terminal & Valley #23 (2<sup>nd</sup>)  
 July 1909 sold to Baltimore & Ohio D-18 #324 (3<sup>rd</sup>)  
 1920 retired from service  
 AAT

1541 June 1889 0-6-0 18x24-50"  
 Valley Railroad #24  
 October 1895 sold to Cleveland Terminal & Valley #24 (2<sup>nd</sup>)  
 July 1909 sold to Baltimore & Ohio D-18 #325 (3<sup>rd</sup>)  
 1915 retired from service  
 AAT

1542 June 1889 2-6-0 18x24-56½"  
 Illinois Central Railroad #433  
 1890 to Illinois Central Railroad #537  
 1896 to Illinois Central Railroad #853  
 1904 to Illinois Central Railroad #1853  
 March 1915 scrapped  
 AAT

1543 June 1889 2-6-0 18x24-56½"  
 Illinois Central Railroad #434  
 1890 to Illinois Central Railroad #538  
 1896 to Illinois Central Railroad #854  
 1904 to Illinois Central Railroad #1854  
 March 1916 scrapped  
 AAT

1544 June 1889 4-4-0 18x24-63"  
 San Diego, Cuyamaca & Eastern #1 (1<sup>st</sup>)  
 1892 sold to Southern California Railway #8  
 rebuilt  
 1904 sold to Atchison, Topeka & Santa Fe 0164 class #0164  
 by 1907 sold  
 AAT

1545 June 1889 2-6-0 19x24-57"  
 Cleveland, Lorain & Wheeling #36  
 to Cleveland, Lorain & Wheeling #47  
 July 1909 sold to Baltimore & Ohio K-10 #917 (2<sup>nd</sup>)  
 by 1912 off roster  
 AAT

1546 June 1889 4-4-0 17x24-56"  
 Davenport, Iowa & Dakota #1 (Williams & Flynn)  
 December 1890 sold to Winona & South Western #2 "H. W. Lamberton"  
 November 1894 sold to Winona & Western #2  
 September 1901 sold to Wisconsin, Minnesota & Pacific #1120  
 1901 sold to Chicago Great Western C-2 #1120  
 June 1910 sold to I. Joseph  
 to Georgia Car & Locomotive #137  
 December 31, 1915 scrapped (book value \$939.10)  
 AAT

1547 July 1889 4-4-0 17x24-56"  
 Eutawville Railroad #2  
 1889 to Eutawville Railroad #5  
 not delivered  
 diverted to Charleston, Sumter & Northern #5  
 1895 sold to Augusta Southern #41  
 to Augusta Southern #101  
 sold to Georgia Car & Locomotive #73  
 November 1909 sold to Tampa & Gulf Coast #11  
 AAT

1548 July 1889 4-4-0 17x24-62"  
 Eutawville Railroad #3 "John S. Silver"  
 1889 to Eutawville Railroad #6  
 not delivered  
 diverted to Charleston, Sumter & Northern #6 "John S. Silver"  
 1895 sold to Augusta Southern #42  
 to Augusta Southern #102  
 1907 sold to Southern Iron & Equipment #631  
 rebuilt  
 16" bore  
 1908 sold to Memphis, Paris & Gulf #5  
 October 1910 sold to Enid, Ochiltree & Western #51  
 1911 sold to Southern Iron & Equipment #818  
 January 5, 1912 sold to Bennettsville & Cheraw #5  
 1919 sold to Tilghman Lumber #6  
 1920 sold to Southern Iron & Equipment #1523  
 June 22, 1920 sold to Tropical Lumber Company #1  
 AAT

1549 July 1889 2-6-0 18x24-57"  
 Lake Erie & Western #2 (2<sup>nd</sup>)  
 1900 to Lake Erie & Western N-6 #61 (2<sup>nd</sup>)  
 May 1905 sold to New York Central E-40 #5337  
 November 1908 rebuilt  
 New York Central E-40a #5337  
 July 1922 sold to New York, Chicago & Saint Louis E-40a #313 (2<sup>nd</sup>)  
 October 1924 retired from service  
 AAT

1550 July 1889 2-6-0 18x24-56"  
 Lake Erie & Western N-6 #59  
 1905 sold to New York Central E-40 #5335  
 February 1908 rebuilt  
 New York Central E-40a #5335  
 August 1923 scrapped  
 AAT

1551 July 1889 2-6-0 18x24-57"  
 Lake Erie & Western N-6 #60  
 1905 sold to New York Central E-40 #5336  
 January 1908 rebuilt  
 New York Central E-40a #5336  
 July 1922 sold to New York, Chicago & Saint Louis E-40a #312 (2<sup>nd</sup>)  
 October 1924 retired from service  
 AAT

1552 August 1889 4-4-0 16x24-62"  
 Saint Catherines & Niagara Central #31; Canada  
 1895 sold to Niagara, Hamilton & Pacific #31  
 1899 sold to Niagara, Saint Catherines & Toronto #31  
 AAT

1553 August 1889 0-6-0 18x24-51"  
 Illinois Central Railroad #1 (3<sup>rd</sup>)  
 1890 to Illinois Central Railroad S-51 #101  
 1921-1923 off roster  
 AAT, ICR

1554 August 1889 0-6-0 18x24-51"  
 Illinois Central Railroad #2 (4<sup>th</sup>)  
 1890 to Illinois Central Railroad S-51 #102  
 February 1930 sold to American Creosoting Works; Jackson, Mississippi  
 AAT, ICR

1555 April 1889 2-6-0 3' gauge 15x18-36"  
 J. E. Potts Salt & Lumber Company #8  
 July 1891 sold to Au Sable & Northwestern #8  
 sold to Banner Lumber Company  
 December 1905 sold to Chicago, Milwaukee & Saint Paul #1400  
 1912 to Chicago, Milwaukee & Saint Paul NM-1 #1  
 December 1927 to Chicago, Milwaukee, Saint Paul & Pacific #1 (1<sup>st</sup>)  
 July 1933 sold to Bellevue & Cascade  
 AAT, CML

1556 August 1889 2-6-0 18x24-56"  
 Flint & Pere Marquette #87  
 January 1900 sold to Pere Marquette M-2 #238  
 October 1927 scrapped  
 AAT

1557 August 1889 2-6-0 18x24-56"  
 Flint & Pere Marquette #88  
 January 1900 sold to Pere Marquette M-2 #239  
 by 1920 scrapped  
 AAT

1558 August 1889 2-6-0 18x24-56"  
 Flint & Pere Marquette #89  
 January 1900 sold to Pere Marquette M-2 #240  
 December 1920 scrapped  
 AAT

1559 August 1889 2-6-0 18x24-56"  
 Flint & Pere Marquette #90  
 January 1900 sold to Pere Marquette M-2 #241  
 by 1920 scrapped  
 AAT

1560 August 1889 2-6-0 18x24-56"  
 Flint & Pere Marquette #91  
 January 1900 sold to Pere Marquette M-2 #242  
 June 1922 scrapped  
 AAT

1561 August 1889 0-4-0 15x24-46"  
 Toledo, Columbus & Cincinnati #1  
 November 1892 sold to Toledo & Ohio Central #101  
 1901 to Toledo & Ohio Central #453  
 1902 sold to Zanesville & Western #660  
 July 1903 scrapped  
 AAT

1562 August 1889 2-4-4T 3' gauge 10x16-37"  
 L. S. Clough & Company #1 (for use on Pittsburgh, Titusville & Eastern)  
 scrapped  
 AAT

1563 September 1889 4-4-0 17x24-62"  
 Montgomery, Tuscaloosa & Memphis #25  
 1893 sold to Central New York & Western #1  
 to Central New York & Western #13  
 1899 sold to Pittsburg, Shawmut & Northern D-2 #13  
 December 1928 scrapped  
 AAT

1564 September 1889 4-4-0 17x24-62"  
 Montgomery, Tuscaloosa & Memphis #26  
 1893 sold to Central New York & Western #2  
 to Central New York & Western #10  
 1899 sold to Pittsburg, Shawmut & Northern D-2 #10  
 December 1928 scrapped  
 AAT

1565 September 1889 4-6-0 18x24-57"  
 Dayton, Fort Wayne & Chicago #9  
 1891 sold to Cincinnati, Hamilton & Dayton #9  
 1891 to Cincinnati, Hamilton & Dayton B #302  
 1914 retired from service  
 AAT

1566 September 1889 4-6-0 18x24-57"  
 Dayton, Fort Wayne & Chicago #10  
 1891 sold to Cincinnati, Hamilton & Dayton #10  
 1891 to Cincinnati, Hamilton & Dayton B #303  
 1914 retired from service  
 AAT

1567 October 1889 2-6-0 19x26-63"  
 New York Central (New York Central & Hudson River) #221 (2<sup>nd</sup>)  
 1890 to New York Central #505  
 1899 to New York Central #1453  
 March 1906 rebuilt  
 June 1927 scrapped  
 AAT, BAX

1568 October 1889 2-6-0 19x26-63"  
 New York Central (New York Central & Hudson River) #235 (2<sup>nd</sup>)  
 1890 to New York Central #506  
 1899 to New York Central #1454  
 September 1906 rebuilt  
 November 1916 scrapped  
 AAT, BAX

1569 October 1889 2-6-0 19x26-63"  
 New York Central (New York Central & Hudson River) #466  
 1890 to New York Central #507  
 1899 to New York Central #1455  
 June 1907 rebuilt  
 June 1927 scrapped  
 AAT

1570 October 1889 2-6-0 19x26-63"  
 New York Central & Hudson River #537  
 1890 to New York Central #508  
 1899 to New York Central #1456  
 June 1907 rebuilt  
 December 1916 scrapped  
 AAT

1571 1889 2-6-0  
 New York Central (New York Central & Hudson River) #715 (1<sup>st</sup>)  
 1890 to New York Central #509  
 1899 to New York Central #1457  
 January 1908 rebuilt  
 December 1922 sold to Pennsylvania Wood & Iron Company  
 AAT, BAX

1572 October 1889 2-6-0 19x26-63"  
 New York Central (New York Central & Hudson River) #716 (1<sup>st</sup>)  
 1890 to New York Central #510  
 1899 to New York Central #1458  
 July 1907 rebuilt  
 October 1916 scrapped  
 AAT, BAX

1573 October 1889 2-6-0 19x26-63"  
 New York Central (New York Central & Hudson River) #717 (1<sup>st</sup>)  
 1890 to New York Central #511  
 1899 to New York Central #1459  
 February 1906 rebuilt  
 December 1920 scrapped  
 AAT, BAX

1574 October 1889 2-6-0 19x26-63"  
 New York Central (New York Central & Hudson River) #718 (1<sup>st</sup>)  
 1890 to New York Central #512  
 1899 to New York Central #1460  
 May 1907 rebuilt  
 August 1923 scrapped  
 AAT, BAX

1575 October 1889 2-6-0 19x26-63"  
 New York Central (New York Central & Hudson River) #719 (1<sup>st</sup>)  
 1890 to New York Central #513  
 1899 to New York Central #1461  
 December 1910 scrapped  
 AAT, BAX

1576 October 1889 2-6-0 19x26-64"  
 New York Central (New York Central & Hudson River) #720 (1<sup>st</sup>)  
 1890 to New York Central #514  
 1899 to New York Central #1462  
 October 1907 rebuilt  
 July 1923 scrapped  
 AAT, BAX

1577 November 1889 2-6-0 3' gauge 15x20-42"  
 Quincy & Torch Lake #2 "S. B. Harris"  
 1915 scrapped  
 AAT

1578 December 1887 2-6-0 18x24-56"  
 Toledo & Ohio Central #50 (2<sup>nd</sup>)  
 1901 to Toledo & Ohio Central #410  
 rebuilt  
 17" bore  
 1909 scrapped  
 AAT

1579 January 1888 2-6-0 18x24-56"  
 Toledo & Ohio Central #51 (2<sup>nd</sup>)  
 1901 to Toledo & Ohio Central #411  
 rebuilt  
 17" bore  
 by 1907 retired from service  
 AAT

1580 November 1889 4-4-0 16x24-72"  
 Cienfuegos & Villa Clara #3; Cuba  
 AAT

1581 November 1889 4-6-0 17x24-56"  
 Cienfuegos & Villa Clara #8; Cuba  
 AAT

1582 November 1889 4-6-0 17x24-56"  
 Cienfuegos & Villa Clara #13; Cuba  
 1900 sold to Cuban Central #31  
 AAT

1583 November 1889 4-6-0 17x24-56"  
 Cienfuegos & Villa Clara #15; Cuba  
 1902 sold to American Locomotive Company – Richmond Works  
 AAT

1584 December 1889 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis C-4 #226  
 to Cleveland, Cincinnati, Chicago & Saint Louis P #226  
 1905 sold to New York Central F-61a #6130  
 February 1916 scrapped  
 AAT

1585 December 1889 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis C-4 #227  
 to Cleveland, Cincinnati, Chicago & Saint Louis P #227  
 1905 sold to New York Central F-61 #6115  
 March 1916 scrapped  
 AAT

1586 December 1889 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis C-4 #228  
 to Cleveland, Cincinnati, Chicago & Saint Louis P #228  
 1905 sold to New York Central F-61 #6116  
 January 1916 scrapped  
 AAT

1587 December 1889 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis C-4 #229  
 to Cleveland, Cincinnati, Chicago & Saint Louis P #229  
 1905 sold to New York Central F-61 #6117  
 July 1915 scrapped  
 AAT

1588 December 1889 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis C-4 #230  
 to Cleveland, Cincinnati, Chicago & Saint Louis P #230  
 1905 sold to New York Central F-61 #6118  
 January 1916 scrapped  
 AAT

1589 December 1889 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis C-4 #231  
 to Cleveland, Cincinnati, Chicago & Saint Louis P #231  
 1905 sold to New York Central F-61 #6119  
 February 1916 scrapped  
 AAT

1590 December 1889 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis C-4 #232  
 to Cleveland, Cincinnati, Chicago & Saint Louis P #232  
 1905 sold to New York Central F-61 #6120  
 April 1911 rebuilt  
 1919 to New York Central F-61 #6300 (2<sup>nd</sup>)  
 August 1923 scrapped  
 AAT

1591 December 1889 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis C-4 #233  
 to Cleveland, Cincinnati, Chicago & Saint Louis P #233  
 1905 sold to New York Central F-61 #6121  
 February 1916 scrapped  
 AAT

1592 December 1889 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis C-4 #234  
 to Cleveland, Cincinnati, Chicago & Saint Louis P #234  
 1905 sold to New York Central F-61 #6122  
 April 1916 rebuilt  
 1919 to New York Central F-61 #6301  
 June 1934 scrapped  
 AAT

1593 December 1889 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis C-4 #235  
 to Cleveland, Cincinnati, Chicago & Saint Louis P #235  
 1905 sold to New York Central F-61 #6123  
 April 1911 rebuilt  
 1919 to New York Central F-61 #6302  
 1936 to New York Central F-61 #877  
 December 1936 scrapped  
 AAT

1594 December 1889 0-6-0 18x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-3 #60 (1<sup>st</sup>)  
 1898 to Cleveland, Cincinnati, Chicago & Saint Louis A-3 #26  
 1902 to Cleveland, Cincinnati, Chicago & Saint Louis E #69  
 1905 sold to New York Central B-63 #7226  
 August 1922 scrapped  
 AAT

1595 December 1889 0-6-0 18x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-3 #61  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #61  
 1905 sold to New York Central B-63 #7222  
 July 1915 scrapped  
 AAT

1596 December 1889 0-6-0 18x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-3 #62  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #62  
 1905 sold to New York Central B-63 #7223  
 July 1915 scrapped  
 AAT

1597 December 1889 0-6-0 18x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-3 #63  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #63  
 1905 sold to New York Central B-63 #7224  
 February 1914 scrapped  
 AAT

1598 December 1889 0-6-0 18x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis A-3 #64  
to Cleveland, Cincinnati, Chicago & Saint Louis E #64  
1905 sold to New York Central B-63 #7225  
April 1917 scrapped  
AAT

1599 March 1890 4-4-0 17x24-62"  
Milwaukee & Northern #39  
July 1893 sold to Chicago, Milwaukee & Saint Paul #939  
1899 to Chicago, Milwaukee & Saint Paul #737 (2<sup>nd</sup>)  
1912 to Chicago, Milwaukee & Saint Paul H-6 #535 (2<sup>nd</sup>)  
July 1927 scrapped  
AAT, CMK

1600 March 1890 4-4-0 17x24-62"  
Milwaukee & Northern #40  
July 1893 sold to Chicago, Milwaukee & Saint Paul #940  
1899 to Chicago, Milwaukee & Saint Paul #738 (2<sup>nd</sup>)  
1912 to Chicago, Milwaukee & Saint Paul H-6 #536 (2<sup>nd</sup>)  
May 1926 scrapped  
AAT, CMK

1601 January 1890 4-6-0 19x24-57"  
Cincinnati, Washington & Baltimore #10 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #189  
by 1900 off roster  
AAT

1602 January 1890 4-6-0 19x24-57"  
Cincinnati, Washington & Baltimore #11 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #190  
1902 sold to Baltimore & Ohio B-44 #263 (3<sup>rd</sup>)  
1912 retired from service  
AAT

1603 January 1890 4-6-0 19x24-57"  
Cincinnati, Washington & Baltimore #12 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #191  
1902 sold to Baltimore & Ohio B-44 #264 (2<sup>nd</sup>)  
1912 retired from service  
AAT

1604 January 1890 4-6-0 19x24-57"  
Cincinnati, Washington & Baltimore #13 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #192  
1902 sold to Baltimore & Ohio B-44 #265 (3<sup>rd</sup>)  
1912 retired from service  
AAT

1605 January 1890 4-6-0 19x24-57"  
Cincinnati, Washington & Baltimore #14 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #193  
1902 sold to Baltimore & Ohio B-44 #266 (2<sup>nd</sup>)  
1915 off roster  
AAT

1606 January 1890 4-6-0 19x24-57"  
Cincinnati, Washington & Baltimore #15 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #194  
1902 sold to Baltimore & Ohio B-44 #267 (4<sup>th</sup>)  
1912 off roster  
AAT

1607 January 1890 4-6-0 19x24-57"  
Cincinnati, Washington & Baltimore #16 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #195  
1902 sold to Baltimore & Ohio B-44 #268 (3<sup>rd</sup>)  
1912 off roster  
AAT

1608 January 1890 4-6-0 19x24-57"  
Cincinnati, Washington & Baltimore #17 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #196  
1902 sold to Baltimore & Ohio B-44 #269 (3<sup>rd</sup>)  
1912 off roster  
AAT

1609 January 1890 4-6-0 19x24-57"  
Cincinnati, Washington & Baltimore #18 (2<sup>nd</sup>)  
January 1890 sold to Baltimore & Ohio-South Western #197  
1902 sold to Baltimore & Ohio B-44 #270 (3<sup>rd</sup>)  
1912 off roster  
AAT

1610 January 1890 4-6-0 19x24-57"  
 Cincinnati, Washington & Baltimore #19 (2<sup>nd</sup>)  
 January 1890 sold to Baltimore & Ohio-South Western #198  
 1902 sold to Baltimore & Ohio B-44 #271 (4<sup>th</sup>)  
 1912 off roster  
 AAT

1611 January 1890 4-4-0 18x24-67"  
 Cincinnati, Washington & Baltimore #1 (2<sup>nd</sup>)  
 January 1890 sold to Baltimore & Ohio-South Western #131  
 1902 sold to Baltimore & Ohio H-9 #695  
 1917 retired from service  
 AAT

1612 January 1890 4-4-0 18x24-73"  
 Cincinnati, Washington & Baltimore #2 (2<sup>nd</sup>)  
 January 1890 sold to Baltimore & Ohio-South Western #132  
 1902 sold to Baltimore & Ohio H-9 #696  
 1923 off roster  
 AAT

1613 January 1890 4-4-0 18x24-67"  
 Cincinnati, Washington & Baltimore #3 (2<sup>nd</sup>)  
 January 1890 sold to Baltimore & Ohio-South Western #133  
 1902 sold to Baltimore & Ohio H-9 #697  
 1920 off roster  
 AAT

1614 January 1890 4-4-0 18x24-67"  
 Cincinnati, Washington & Baltimore #4 (2<sup>nd</sup>)  
 January 1890 sold to Baltimore & Ohio-South Western #134  
 1902 sold to Baltimore & Ohio H-9 #698  
 1918 off roster  
 AAT

1615 January 1890 4-4-0 18x24-73"  
 Cincinnati, Washington & Baltimore #5 (2<sup>nd</sup>)  
 January 1890 sold to Baltimore & Ohio-South Western #135  
 1902 sold to Baltimore & Ohio H-9 #699  
 December 1906 scrapped  
 AAT

1616 January 1890 4-4-0 15x22-56"  
 Cleveland & Canton #52  
 1891 to Cleveland & Canton #41 (2<sup>nd</sup>)  
 rebuilt at Taunton (c/n 389)  
 1892 sold to Cleveland, Canton & Southern #52  
 1891 to Cleveland, Canton & Southern #41 (2<sup>nd</sup>)  
 sold to Wheeling & Lake Erie #41 (3<sup>rd</sup>)  
 1904 to Wheeling & Lake Erie D-1 #300  
 March 1907 retired from service  
 May 1909 scrapped  
 AAT

1617 February 1890 0-6-0 18x24-51"  
 Cincinnati, Washington & Baltimore #99  
 December 1889 sold to Baltimore & Ohio-South Western #1  
 1902 sold to Baltimore & Ohio D-21 #38 (4<sup>th</sup>)  
 1912 retired from service  
 AAT

1618 February 1890 0-6-0 18x24-51"  
 Cincinnati, Washington & Baltimore #100  
 December 1889 sold to Baltimore & Ohio-South Western #2  
 1902 sold to Baltimore & Ohio D-21 #39 (4<sup>th</sup>)  
 1911 retired from service  
 AAT

1619 February 1890 4-4-0 18x24-63"  
 Chicago & Grand Trunk #132  
 1898 sold to Grand Trunk Railway #1120  
 1910 to Grand Trunk Western H-2 #2297  
 1923 to Grand Trunk Western A-15c #161  
 March 1927 scrapped  
 AAT

1620 February 1890 4-4-0 18x24-63"  
 Chicago & Grand Trunk #133  
 1898 sold to Grand Trunk Railway #1121  
 1910 to Grand Trunk Western H-2 #2298  
 1923 to Grand Trunk Western A-15c #162  
 June 1926 scrapped  
 AAT

1621 February 1890 4-4-0 18x24-63"  
 Chicago & Grand Trunk #134  
 1898 to Grand Trunk Railway #1122  
 1910 to Grand Trunk Western H-2 #2299  
 December 1922 scrapped  
 AAT

1622 February 1890 4-4-0 18x24-63"  
 Chicago & Grand Trunk #135  
 1898 sold to Grand Trunk Railway #1123  
 1910 to Grand Trunk Western H-2 #2300  
 May 1920 scrapped  
 AAT

1623 February 1890 4-4-0 18x24-63"  
 Chicago & Grand Trunk #136  
 1898 sold to Grand Trunk Railway #1124  
 1910 to Grand Trunk Western H-2 #2301  
 January 1920 scrapped  
 AAT

1624 February 1890 4-4-0 18x24-63"  
 Chicago & Grand Trunk #137  
 1898 to Grand Trunk Railway #1125  
 1910 to Grand Trunk Western H-2 #2302  
 1923 to Grand Trunk Western A-15c #163  
 August 1923 scrapped  
 AAT

1625 February 1890 4-4-0 18x24-63"  
 Chicago & Grand Trunk #138  
 1898 sold to Grand Trunk Railway #1126  
 1910 to Grand Trunk Western H-2 #2303  
 1923 to Grand Trunk Western A-15c #164  
 September 1925 scrapped  
 AAT

1626 February 1890 4-4-0 18x24-63"  
 Chicago & Grand Trunk #139  
 1898 sold to Grand Trunk Railway #1127  
 1910 to Grand Trunk Western H-2 #2304  
 1923 to Grand Trunk Western A-15c #165  
 June 1926 scrapped  
 AAT

1627 February 1890 4-4-0 18x24-63"  
 Chicago & Grand Trunk #140  
 1898 sold to Grand Trunk Railway #1128  
 1910 to Grand Trunk Western H-2 #2305  
 August 1922 scrapped  
 AAT

1628 February 1890 4-4-0 18x24-63"  
 Chicago & Grand Trunk #141  
 1898 sold to Grand Trunk Railway #1129  
 1910 to Grand Trunk Western H-2 #2306  
 January 1921 scrapped  
 AAT

1629 March 1890 2-6-0 18x24-56"  
 New York, Chicago & Saint Louis #84  
 1910 to New York, Chicago & Saint Louis H #215 (3<sup>rd</sup>)  
 May 1913 scrapped  
 AAT

1630 March 1890 2-6-0 18x24-56"  
 New York, Chicago & Saint Louis #85  
 1910 to New York, Chicago & Saint Louis H #216 (3<sup>rd</sup>)  
 September 1914 retired from service  
 AAT

1631 March 1890 2-6-0 18x24-56"  
 New York, Chicago & Saint Louis #86  
 1910 to New York, Chicago & Saint Louis H #217 (2<sup>nd</sup>)  
 September 1914 retired from service  
 AAT

1632 March 1890 2-6-0 18x24-56"  
 New York, Chicago & Saint Louis #87  
 1910 to New York, Chicago & Saint Louis H #218 (2<sup>nd</sup>)  
 July 1913 scrapped  
 AAT

1633 March 1890 2-6-0 18x24-56"  
 New York, Chicago & Saint Louis #88  
 1910 to New York, Chicago & Saint Louis H #219 (2<sup>nd</sup>)  
 June 1916 scrapped  
 AAT

1634 March 1890 2-6-0 3' gauge 15x18-38"  
 J. E. Potts Salt & Lumber Company #9  
 July 1891 sold to Au Sable & Northwestern #9  
 AAT

1635 March 1890 2-6-0 3' gauge 15x18-38"  
 J. E. Potts Salt & Lumber Company #10  
 1891 sold to Au Sable & Northwestern #10  
 AAT

1636 March 1890 2-6-0 3' gauge 15x18-38"  
 J. E. Potts Salt & Lumber Company #12  
 July 1891 sold to Au Sable & Northwestern #12  
 AAT

1637 March 1890 0-6-0 18x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-1 #65  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #65  
 1905 sold to New York Central B-64 #7229  
 February 1916 scrapped  
 AAT

1638 March 1890 0-6-0 18x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-1 #66  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #66  
 1905 sold to New York Central B-64 #7230  
 March 1916 scrapped  
 AAT

1639 March 1890 0-6-0 19x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-1 #67  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #67  
 1905 sold to New York Central B-69 #7264  
 October 1919 scrapped  
 AAT

1640 March 1890 0-6-0 18x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-1 #68  
 to Cleveland, Cincinnati, Chicago & Saint Louis #7  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #54  
 1905 sold to New York Central B-64 #7227  
 February 1916 scrapped  
 AAT

1641 March 1890 0-6-0 18x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-1 #69  
 1890 to Cleveland, Cincinnati, Chicago & Saint Louis E #69  
 1905 sold to New York Central #7228  
 September 1920 sold to Isaac Joseph  
 September 1920 sold to Georgia Car & Locomotive Company #461  
 September 1921 sold to Stone Mountain Granite Company #1 (2<sup>nd</sup>)  
 AAT

1642 March 1890 0-6-0 18x24-52"  
 Chicago, Rock Island & Pacific #75  
 1902 to Chicago, Rock Island & Pacific #63  
 July 1926 scrapped  
 AAT

1643 March 1890 0-6-0 18x24-52"  
 Chicago, Rock Island & Pacific #163  
 by 1896 to Chicago, Rock Island & Pacific #76  
 1902 to Chicago, Rock Island & Pacific #64  
 December 1924 scrapped  
 AAT

1644 April 1890 4-4-0 3' gauge 15x20-50"  
 Vanegas Cedral y Rio Verde #2 "Matehuala"  
 1902 sold to Mexican National Railway #93; Mexico  
 1908 to National of Mexico #93  
 by 1920 off roster  
 AAT

1645 April 1890 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis #216  
 1890 to Cleveland, Cincinnati, Chicago & Saint Louis #212  
 1898 to Cleveland, Cincinnati, Chicago & Saint Louis #428  
 1905 sold to New York Central F-64 #6158  
 January 1912 scrapped  
 AAT

1646 April 1890 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis #217  
 1890 to Cleveland, Cincinnati, Chicago & Saint Louis #239  
 1905 sold to New York Central F-61 #6124  
 June 1915 scrapped  
 AAT

1647 April 1890 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis #218  
 1891 to Cleveland, Cincinnati, Chicago & Saint Louis #250  
 1905 sold to New York Central F-61a #6131  
 February 1914 scrapped  
 AAT

1648 April 1890 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis #219  
 1891 to Cleveland, Cincinnati, Chicago & Saint Louis #251  
 1905 sold to New York Central F-61a #6132  
 February 1916 scrapped  
 AAT

1649 April 1890 4-6-0 19x24-63"  
 Cleveland, Cincinnati, Chicago & Saint Louis #220  
 1891 to Cleveland, Cincinnati, Chicago & Saint Louis #255  
 1905 sold to New York Central F-61a #6133  
 January 1912 rebuilt  
 1919 to New York Central (New York Central) F-61a #6308 (2<sup>nd</sup>)  
 July 1928 sold to Central Indiana #33  
 1931 scrapped  
 AAT, BAX

1653 1890 4-6-0  
 New York Central #6128  
 1919 to New York Central (New York Central) F-61a #6306 (2<sup>nd</sup>)  
 August 1933 scrapped  
 BAX

1654 1890 4-6-0  
 New York Central #6129  
 1919 to New York Central (New York Central) F-61a #6307 (2<sup>nd</sup>)  
 March 1932 scrapped  
 BAX

1658 1890 4-6-0  
 Wisconsin Central #201 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2600  
 WCZ

1659 1890 4-6-0  
 Wisconsin Central #202 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2601  
 WCZ

1660 1890 4-6-0  
 Wisconsin Central #203 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2602  
 WCZ

1661 1890 4-6-0  
 Wisconsin Central #204 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2603  
 WCZ

1662 1890 4-6-0  
 Wisconsin Central #205 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2604  
 WCZ

1663 1890 4-6-0  
 Wisconsin Central #206 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2605  
 WCZ

1664 1890 4-6-0  
 Wisconsin Central #207 (1<sup>st</sup>)  
 1903 rebuilt  
 4-4-0  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2040  
 WCZ

1667 1890 4-6-0  
 Wisconsin Central #208 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2606  
 WCZ

1668 1890 4-6-0  
Wisconsin Central #209 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2607  
WCZ

1669 1890 4-6-0  
Wisconsin Central #210 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2608  
WCZ

1673 1890 0-6-0  
Chicago, Milwaukee & Saint Paul #913  
1898 to Chicago, Milwaukee & Saint Paul #104 (4<sup>th</sup>)  
1899 to Chicago, Milwaukee & Saint Paul #1104  
CMK

1678 00/1890 4-6-0  
Lake Shore & Michigan Southern #14  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
#5120 (1<sup>st</sup>)  
September 1906 rebuilt F-49g  
New York Central (Lake Shore & Michigan Southern) F-49g #5120 (1<sup>st</sup>)  
07/1914 sold to General Equipment  
BAX

1679 00/1890 4-6-0  
Lake Shore & Michigan Southern #46  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
#5121 (1<sup>st</sup>)  
04/1910 sold to Atlantic Equipment  
BAX

1680 00/1890 4-6-0  
Lake Shore & Michigan Southern #125  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
#5122 (1<sup>st</sup>)  
August 1910 sold to Atlantic Equipment  
BAX

1681 00/1890 4-6-0  
Lake Shore & Michigan Southern #152  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
#5123 (1<sup>st</sup>)  
May 1910 scrapped  
BAX

1682 00/1890 4-6-0  
Lake Shore & Michigan Southern #156  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
#5124 (1<sup>st</sup>)  
August 1910 sold to Atlantic Equipment Company  
BAX

1683 00/1890 4-6-0  
Lake Shore & Michigan Southern #182  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
#5125 (1<sup>st</sup>)  
September 1906 rebuilt F-49g  
New York Central (Lake Shore & Michigan Southern) F-49g #5125 (1<sup>st</sup>)  
October 1915 scrapped  
BAX

1684 00/1890 4-6-0  
Lake Shore & Michigan Southern #246  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
#5126 (1<sup>st</sup>)  
October 1915 scrapped  
BAX

1685 00/1890 4-6-0  
Lake Shore & Michigan Southern #247  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
#5127 (1<sup>st</sup>)  
December 1909 scrapped  
BAX

1686 00/1890 4-6-0  
Lake Shore & Michigan Southern #270  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
#5128 (1<sup>st</sup>)  
September 1906 rebuilt F-49g  
New York Central (Lake Shore & Michigan Southern) F-49g #5128 (1<sup>st</sup>)  
November 1915 scrapped  
BAX

1687 00/1890 4-6-0  
Lake Shore & Michigan Southern #272  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
#5130 (1<sup>st</sup>)  
November 1910 sold to Hicks Locomotive Works  
BAX

1688 1890 4-6-0  
New York Central #6139  
1919 to New York Central (New York Central) F-62a #6313 (3<sup>rd</sup>)  
1936 to New York Central #878  
BAX

1689 1890 4-6-0  
P&E #6134  
1919 to New York Central (New York Central) F-62 #6309 (2<sup>nd</sup>)  
March 1923 scrapped  
BAX

1693 1890 0-6-0  
Illinois Central Railroad #103 (2<sup>nd</sup>)  
September 1922 retired from service  
ICR

1694 1890 0-6-0  
Illinois Central Railroad #104 (2<sup>nd</sup>)  
February 1932 sold to Central Sand & Gravel Company  
ICR

1695 1890 0-6-0  
Illinois Central Railroad #105 (3<sup>rd</sup>)  
December 1933 sold to Universal Coal Washing Company  
ICR

1696 1890 0-6-0  
Illinois Central Railroad #106 (3<sup>rd</sup>)  
April 1922 sold to Golden Gravel Company  
ICR

1697 1890 0-6-0  
Illinois Central Railroad #107 (3<sup>rd</sup>)  
August 1926 scrapped  
ICR

1698 1890 0-6-0  
Illinois Central Railroad #108 (2<sup>nd</sup>)  
September 1921 scrapped  
ICR

1699 1890 0-6-0  
Illinois Central Railroad #109 (2<sup>nd</sup>)  
September 1922 scrapped  
ICR

1700 1890 0-6-0  
Illinois Central Railroad #110 (2<sup>nd</sup>)  
September 1926 scrapped  
ICR

1702 1890 4-6-0  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) F-62  
#6135 (1<sup>st</sup>)  
April 1907 to P&E #6135  
1920 to New York Central (New York Central) F-62 #6310 (3<sup>rd</sup>)  
April 1923 scrapped  
BAX

1703 1890 4-6-0  
Cleveland, Cincinnati, Chicago & Saint Louis #184  
1905 New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
F-62 #6136 (1<sup>st</sup>)  
April 1907 to P&E #6135  
January 1912 rebuilt  
1920 to New York Central (New York Central) F-62 #6311 (3<sup>rd</sup>)  
March 1923 scrapped  
BAX

1704 1890 4-6-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #185  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 F-62 #6137 (1<sup>st</sup>)  
 February 1916 scrapped  
 BAX

1705 1890 4-6-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #186  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 F-62A #6143 (1<sup>st</sup>)  
 January 1914 scrapped  
 BAX

1706 1890 4-6-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #187  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 F-62A #6138 (1<sup>st</sup>)  
 January 1911 rebuilt  
 1920 to New York Central F-62a #6312 (3<sup>rd</sup>)  
 April 1932 scrapped  
 BAX

1710 00/1890 4-6-0  
 Lake Shore & Michigan Southern #274  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
 #5131 (1<sup>st</sup>)  
 March 1913 sold to Georgia Car & Locomotive #236  
 BAX

1711 00/1890 4-6-0  
 Lake Shore & Michigan Southern #275  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
 #5132 (1<sup>st</sup>)  
 December 1911 scrapped  
 BAX

1712 00/1890 4-6-0  
 Lake Shore & Michigan Southern #276  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
 #5133 (1<sup>st</sup>)  
 September 1907 rebuilt F-49g  
 New York Central (Lake Shore & Michigan Southern) F-49g #5133 (1<sup>st</sup>)  
 July 1914 sold to General Equipment Company  
 BAX

1713 00/1890 4-6-0  
 Lake Shore & Michigan Southern #277  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
 #5134 (1<sup>st</sup>)  
 May 1910 sold to Atlantic Equipment Company  
 BAX

1714 00/1890 4-6-0  
 Lake Shore & Michigan Southern #281  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
 #5135 (1<sup>st</sup>)  
 by 1911 scrapped  
 BAX

1715 1890 4-4-0  
 Toledo & Ohio Central #468  
 1911 to New York Central (Toledo & Ohio Central) C-95A #9550 (1<sup>st</sup>)  
 August 1923 retired from service  
 BAX

1716 1890 4-4-0  
 Toledo & Ohio Central #469  
 1911 to New York Central (Toledo & Ohio Central) C-95a #9551 (1<sup>st</sup>)  
 1917 to New York Central (New York Central) C-95a #9719 (1<sup>st</sup>)  
 July 1917 sold to Casparis Stone Company  
 BAX

1717 1890 4-4-0  
 Toledo & Ohio Central #470  
 1911 to New York Central (Toledo & Ohio Central) C-95a #9552 (1<sup>st</sup>)  
 May 1914 (or 1917) to New York Central (Zanesville & Western) C-95a  
 #9721 (1<sup>st</sup>)  
 September 1923 retired from service  
 sold  
 BAX

1718 1890 4-4-0

Toledo & Ohio Central #471

1911 to New York Central (Toledo & Ohio Central) C-95a #9553 (1<sup>st</sup>)

May 1914 to New York Central (Zanesville & Western) C-95a #9720 (1<sup>st</sup>)

September 1923 retired from service

sold

BAX

1719 1890 4-4-0

Toledo & Ohio Central #472

1911 to New York Central (Toledo & Ohio Central) C-95a #9554 (1<sup>st</sup>)

1919 to New York Central (New York Central) C-95a #9719 (2<sup>nd</sup>)

September 1923 retired from service

sold

BAX

1724 1890 2-6-0

New York Central #555

1899 to New York Central (New York Central & Hudson River) J

#1503 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1503 (1<sup>st</sup>)

October 1908 rebuilt

October 1915 retired from service

BAX

1725 1890 2-6-0

New York Central #556

1899 to New York Central (New York Central & Hudson River) J

#1504 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1504 (1<sup>st</sup>)

July 1907 rebuilt

December 1920 scrapped

BAX

1726 1890 2-6-0

New York Central #557

1899 to New York Central (New York Central & Hudson River) J

#1505 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1505 (1<sup>st</sup>)

August 1905 rebuilt

December 1921 scrapped

BAX

1727 1890 2-6-0

New York Central #558

1899 to New York Central (New York Central & Hudson River) J

#1506 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1506 (1<sup>st</sup>)

November 1905 rebuilt

November 1929 scrapped

BAX

1728 1890 2-6-0

New York Central #559

1899 to New York Central (New York Central & Hudson River) J

#1507 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1507 (1<sup>st</sup>)

October 1907 rebuilt

November 1923 sold to Pennsylvania Wood & Iron

BAX

1729 1890 2-6-0

New York Central #560

1899 to New York Central (New York Central & Hudson River) J

#1508 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1508 (1<sup>st</sup>)

April 1910 scrapped

BAX

1730 1890 2-6-0

New York Central #561

1899 to New York Central (New York Central & Hudson River) J

#1509 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1509 (1<sup>st</sup>)

December 1920 scrapped

BAX

1731 1890 2-6-0

New York Central #562

1899 to New York Central (New York Central & Hudson River) J

#1510 (1<sup>st</sup>)

to New York Central (New York Central & Hudson River) E #1510 (1<sup>st</sup>)

September 1911 scrapped

BAX

1732 September 1890 2-6-0 19x26-63"  
 New York Central #563  
 1899 to New York Central (New York Central & Hudson River) J  
 #1511 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1511 (1<sup>st</sup>)  
 August 1906 rebuilt  
 December 1916 scrapped  
 BAX

1733 September 1890 2-6-0 19x26-63"  
 New York Central & Hudson River #564  
 1899 to New York Central (New York Central & Hudson River) J  
 #1512 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1512 (1<sup>st</sup>)  
 August 1907 rebuilt  
 May 1917 scrapped  
 AAT, BAX

1734 September 1890 2-6-0 19x26-63"  
 New York Central (New York Central & Hudson River) J #565 (2<sup>nd</sup>)  
 1899 to New York Central (New York Central & Hudson River) J  
 #1513 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1513 (1<sup>st</sup>)  
 September 1907 rebuilt  
 December 1920 scrapped  
 AAT, BAX

1735 September 1890 2-6-0 19x26-63"  
 New York Central (New York Central & Hudson River) J #566 (2<sup>nd</sup>)  
 1899 to New York Central (New York Central & Hudson River) J  
 #1514 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1514 (1<sup>st</sup>)  
 November 1907 rebuilt  
 April 1919 scrapped  
 AAT, BAX

1736 September 1890 2-6-0 19x26-63"  
 New York Central (New York Central & Hudson River) J #567 (2<sup>nd</sup>)  
 1899 to New York Central (New York Central & Hudson River) J  
 #1515 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1515 (1<sup>st</sup>)  
 May 1907 rebuilt  
 December 1920 scrapped  
 AAT, BAX

1737 September 1890 2-6-0 19x26-63"  
 New York Central & Hudson River #568  
 1899 to New York Central (New York Central & Hudson River) J  
 #1516 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1516 (1<sup>st</sup>)  
 August 1907 rebuilt  
 December 1916 scrapped  
 AAT, BAX

1738 September 1890 2-6-0 19x26-63"  
 New York Central & Hudson River #569  
 1899 to New York Central (New York Central & Hudson River) J  
 #1517 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1517 (1<sup>st</sup>)  
 July 1907 rebuilt  
 October 1923 sold to Pennsylvania Wood & Iron Company  
 AAT, BAX

1739 September 1890 2-6-0 19x26-63"  
 New York Central & Hudson River #570  
 1899 to New York Central (New York Central & Hudson River) J  
 #1518 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1518 (1<sup>st</sup>)  
 May 1906 rebuilt  
 December 1920 scrapped  
 AAT, BAX

1740 September 1890 2-6-0 19x26-63"  
 New York Central & Hudson River #571  
 1899 to New York Central (New York Central & Hudson River) J  
 #1519 (1<sup>st</sup>)  
 to New York Central (New York Central & Hudson River) E #1519 (1<sup>st</sup>)  
 May 1910 scrapped  
 AAT, BAX

1741 September 1890 2-6-0 19x26-63"  
New York Central & Hudson River #572  
1899 to New York Central (New York Central & Hudson River) J  
#1520 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E #1520 (1<sup>st</sup>)  
October 1910 scrapped  
AAT, BAX

1742 October 1890 2-6-0 19x26-63"  
New York Central & Hudson River #573  
1899 to New York Central (New York Central & Hudson River) J  
#1521 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E #1521 (1<sup>st</sup>)  
May 1901 rebuilt  
December 1918 scrapped  
AAT, BAX

1743 October 1890 2-6-0 19x26-63"  
New York Central & Hudson River #574  
1899 to New York Central (New York Central & Hudson River) J  
#1522 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E #1522 (1<sup>st</sup>)  
July 1907 rebuilt  
October 1923 sold to Pennsylvania Wood & Iron Company  
sold to Northern Construction & J. W. Stewart #22  
1935 scrapped  
AAT, BAX

1744 October 1890 2-6-0 19x26-63"  
New York Central & Hudson River #575  
1899 to New York Central (New York Central & Hudson River) J  
#1523 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E #1523 (1<sup>st</sup>)  
March 1906 rebuilt  
December 1920 scrapped  
AAT, BAX

1745 October 1890 2-6-0 19x26-63"  
New York Central & Hudson River #576  
1899 to New York Central (New York Central & Hudson River) J  
#1524 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E #1524 (1<sup>st</sup>)  
March 1901 rebuilt  
August 1915 scrapped  
AAT, BAX

1746 October 1890 2-6-0 19x26-63"  
New York Central & Hudson River #577  
1899 to New York Central (New York Central & Hudson River) J  
#1525 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E #1525 (1<sup>st</sup>)  
August 1907 rebuilt  
October 1923 sold to Pennsylvania Wood & Iron Company  
AAT, BAX

1747 October 1890 2-6-0 19x26-63"  
New York Central & Hudson River #578  
1899 to New York Central (New York Central & Hudson River) J  
#1526 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E #1526 (1<sup>st</sup>)  
August 1907 rebuilt  
November 1916 scrapped  
AAT, BAX

1748 October 1890 2-6-0 19x26-63"  
New York Central & Hudson River #579  
1899 to New York Central (New York Central & Hudson River) J  
#1527 (1<sup>st</sup>)  
to New York Central (New York Central & Hudson River) E #1527 (1<sup>st</sup>)  
July 1905 rebuilt  
March 1915 scrapped  
AAT, BAX

1749 October 1890 4-4-0 18x24-64.7"  
Illinois Central Railroad #905  
1906 to Illinois Central Railroad #1905  
1922 to Illinois Central Railroad #4905  
June 1940 retired from service  
held for exhibition purposes  
AAT

1750 October 1890 4-4-0 18x24-64.7"  
Illinois Central Railroad #906  
1906 to Illinois Central Railroad #1906  
1922 to Illinois Central Railroad #4906  
June 1940 scrapped  
AAT

1751 October 1890 4-4-0 18x24-64.7"  
Illinois Central Railroad #907  
1906 to Illinois Central Railroad #1907  
1922 to Illinois Central Railroad #4907  
July 1935 scrapped  
AAT

1752 October 1890 4-4-0 18x24-64.7"  
Illinois Central Railroad #908  
1906 to Illinois Central Railroad #1908 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4908  
June 1935 scrapped  
AAT

1753 October 1890 4-4-0 18x24-64.7"  
Illinois Central Railroad #909  
1906 to Illinois Central Railroad #1909 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4909  
June 1935 scrapped  
AAT

1754 October 1890 4-4-0 18x24-64.7"  
Illinois Central Railroad #910  
1906 to Illinois Central Railroad #1910 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4910  
July 1935 scrapped  
AAT

1755 October 1890 4-4-0 18x24-64.7"  
Illinois Central Railroad #911  
1906 to Illinois Central Railroad #1911 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4911  
July 1935 scrapped  
AAT

1756 October 1890 4-4-0 18x24-64.7"  
Illinois Central Railroad #912  
1906 to Illinois Central Railroad #1912 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4912  
May 1935 scrapped  
AAT

1757 October 1890 4-6-0 19x26-69"  
Atchison, Topeka & Santa Fe #429  
1898 to Atchison, Topeka & Santa Fe #799  
1900 to Atchison, Topeka & Santa Fe 406 class #407  
February 1921 scrapped  
AAT

1758 October 1890 4-6-0 19x26-69"  
Atchison, Topeka & Santa Fe #430  
1898 to Atchison, Topeka & Santa Fe #800  
1900 to Atchison, Topeka & Santa FE 406 class #408  
March 1922 scrapped  
AAT

1759 October 1890 4-6-0 19x26-69"  
Atchison, Topeka & Santa Fe #431  
1898 to Atchison, Topeka & Santa Fe #801  
1900 to Atchison, Topeka & Santa Fe 406 class #409  
December 1923 scrapped  
AAT

1760 October 1890 4-6-0 19x26-69"  
Atchison, Topeka & Santa Fe #432  
1898 to Atchison, Topeka & Santa Fe #802  
1900 to Atchison, Topeka & Santa Fe 406 clss #410  
June 1925 scrapped  
AAT

1761 October 1890 4-6-0 19x26-69"  
Atchison, Topeka & Santa Fe #433  
1898 to Atchison, Topeka & Santa Fe #803  
1900 to Atchison, Topeka & Santa Fe 406 class #411  
December 1924 scrapped  
AAT

1762 October 1890 4-6-0 19x26-69"  
 Atchison, Topeka & Santa Fe #434  
 1898 to Atchison, Topeka & Santa Fe #804  
 1900 to Atchison, Topeka & Santa Fe 406 class #406  
 January 1921 scrapped  
 AAT

1763 November 1890 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-4a #282 "George Palmer"  
 1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
 #5136 (1<sup>st</sup>)  
 November 1909 sold to Hicks Locomotive Works  
 AAT, BAX

1764 November 1890 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-4a #286 "J. L. Grant"  
 1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
 #5137 (1<sup>st</sup>)  
 November 1910 sold to Hicks Locomotive Works  
 AAT, BAX

1765 November 1890 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-4a #327  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
 #5139 (1<sup>st</sup>)  
 September 1907 rebuilt F-49g  
 New York Central (Lake Shore & Michigan Southern) F-49g #5139 (1<sup>st</sup>)  
 October 1915 scrapped  
 AAT, BAX

1766 November 1890 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-4a #345 (2<sup>nd</sup>)  
 September 1901 rebuilt with new firebox  
 1901 to Lake Shore & Michigan Southern E-4a #271  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
 #5129 (1<sup>st</sup>)  
 September 1912 sold to Georgia Car & Locomotive #219  
 October 28, 1912 sold to Aberdeen & Rockfish #8  
 post 1926 sold  
 AAT, BAX

1767 November 1890 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-4a #368  
 1901 to Lake Shore & Michigan Southern E-4a #316  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49a  
 #5138 (1<sup>st</sup>)  
 November 1909 sold to Hicks Locomotive Works  
 AAT, BAX

1768 November 1890 2-6-0 18x24-56"  
 Flint & Pere Marquette #92  
 January 1900 sold to Pere Marquette M-2 #243  
 by 1920 scrapped  
 AAT

1769 November 1890 2-6-0 18x24-56"  
 Flint & Pere Marquette #93  
 January 1900 sold to Pere Marquette M-2 #244  
 December 1920 scrapped  
 AAT

1770 November 1890 0-6-0 18x24-51"  
 Chicago & Northern Pacific #12  
 July 1897 sold to Chicago Terminal & Transfer A-2 #12  
 1911 sold to Baltimore & Ohio Chicago Terminal D-25 #2 (5<sup>th</sup>)  
 1911 sold to Georgia Car & Locomotive Company #182  
 June 23, 1913 sold to Greenville, Spartanburg & Anderson #80  
 1914 sold to Piedmont & Northern #80  
 sold to Georgia Car & Locomotive Company #451  
 September 1920 sold to Municipal Docks & Terminals #101 (for  
 \$12,312.50)  
 AAT

1771 November 1890 0-6-0 18x24-51"  
 Chicago & Northern Pacific #13  
 July 1897 sold to Chicago Terminal & Transfer A-2 #13  
 1911 sold to Baltimore & Ohio Chicago Terminal D-25 #3 (5<sup>th</sup>)  
 March 1911 sold to Georgia Car & Locomotive Company #156  
 sold to Birmingham Rail & Locomotive  
 May 19, 1919 sold to Ball & Benton Gravel  
 AAT

1772 November 1890 0-6-0 18x24-51"  
 Chicago & Northern Pacific #14  
 July 1897 sold to Chicago Terminal & Transfer A-2 #14  
 1911 sold to Baltimore & Ohio Chicago Terminal D-25 #6 (3<sup>rd</sup>)  
 1919 sold to Birmingham Rail & Locomotive Company "Terminal #6"  
 July 2, 1919 sold to American Cast Iron Pipe Company #102  
 sold to Birmingham Rail & Locomotive #1418  
 May 17, 1922 sold to Roach & Stansell  
 AAT

1773 November 1890 0-6-0 18x24-51"  
 Chicago & Northern Pacific #15  
 July 1897 sold to Chicago Terminal & Transfer A-2 #15  
 1911 sold to Baltimore & Ohio Chicago Terminal D-25 #7 (3<sup>rd</sup>)  
 1918 retired from service  
 AAT

1774 November 1890 0-6-0 18x24-51"  
 Chicago & Northern Pacific #16  
 July 1897 sold to Chicago Terminal & Transfer A-2 #16  
 1911 sold to Baltimore & Ohio Chicago Terminal D-25 #10 (6<sup>th</sup>)  
 1918 retired from service  
 AAT

1775 November 1890 0-6-0 18x24-51"  
 Chicago & Northern Pacific #17  
 July 1897 sold to Chicago Terminal & Transfer A-2 #17  
 1911 sold to Baltimore & Ohio Chicago Terminal D-25 #15 (4<sup>th</sup>)  
 1919 retired from service  
 AAT

1776 November 1890 0-6-0 18x24-51"  
 Chicago & Northern Pacific #18  
 July 1897 sold to Chicago Terminal & Transfer A-2 #18  
 1911 sold to Baltimore & Ohio Chicago Terminal D-25 #17 (5<sup>th</sup>)  
 1919 retired from service  
 AAT

1777 December 1890 0-6-0 18x24-51"  
 Chicago & Northern Pacific #19  
 July 1897 sold to Chicago Terminal & Transfer A-2 #19  
 1911 sold to Baltimore & Ohio Chicago Terminal D-25 #20 (5<sup>th</sup>)  
 1919 sold to Birmingham Rail & Locomotive  
 June 21, 1919 sold to J. N. George & Sons  
 AAT

1778 December 1890 0-6-0 18x24-51"  
 Chicago & Northern Pacific #22  
 July 1897 sold to Chicago Terminal & Transfer #122  
 1911 sold to Baltimore & Ohio Chicago Terminal D-25 #21 (5<sup>th</sup>)  
 1919 retired from service  
 AAT

1779 December 1890 0-6-0 18x24-51"  
 Chicago & Northern Pacific #23  
 July 1897 sold to Chicago Terminal & Transfer #123  
 1911 sold to Baltimore & Ohio Chicago Terminal D-25 #24 (3<sup>rd</sup>)  
 1919 retired from service  
 AAT

1780 December 1890 0-6-0 18x24-51"  
 Chicago & Northern Pacific #24  
 July 1897 sold to Chicago Terminal & Transfer #124  
 1911 sold to Baltimore & Ohio Chicago Terminal D-25 #30 (4<sup>th</sup>)  
 1919 sold to Birmingham Rail & Locomotive "Terminal #30"  
 March 22, 1920 sold to Georgia Railway & Power Company  
 AAT

1781 December 1890 0-4-0 17x24-51"  
 Chicago & Northern Pacific #8  
 August 1897 sold to Chicago Terminal & Transfer A-2 #8  
 1911 sold to Baltimore & Ohio Chicago Terminal C-14 #66  
 1917 sold to Baltimore & Ohio C-14 #66 (4<sup>th</sup>)  
 1928 off roster  
 AAT

1782 December 1890 0-4-0 17x24-51"  
Chicago & Northern Pacific #9  
July 1897 sold to Chicago Terminal & Transfer A-2 #9  
1911 sold to Baltimore & Ohio Chicago Terminal C-14 #67  
1917 sold to Baltimore & Ohio C-14 #67 (4<sup>th</sup>)  
1933 off roster  
AAT

1783 December 1890 0-4-0 17x24-51"  
Chicago & Northern Pacific #10  
July 1897 sold to Chicago Terminal & Transfer A-2 #10  
1911 sold to Baltimore & Ohio Chicago Terminal C-14 #69  
1917 sold to Baltimore & Ohio C-14 #69 (5<sup>th</sup>)  
1918 off roster  
AAT

1784 December 1890 0-4-0 17x24-51"  
Chicago & Northern Pacific #11  
July 1897 sold to Chicago Terminal & Transfer A-2 #11  
1911 sold to Baltimore & Ohio Chicago Terminal C-14 #70  
1917 sold to Baltimore & Ohio C-14 #70  
1944 off roster  
AAT

1785 December 1890 0-6-0 18x24-51"  
Illinois Central Railroad #111 (2<sup>nd</sup>)  
September 1922 scrapped  
AAT, ICR

1786 December 1890 0-6-0 18x24-51"  
Illinois Central Railroad #112 (3<sup>rd</sup>)  
August 1926 scrapped  
AAT, ICR

1787 December 1890 0-6-0 18x24-51"  
Illinois Central Railroad #113 (3<sup>rd</sup>)  
June 1925 scrapped  
AAT, ICR

1788 December 1890 0-6-0 18x24-51"  
Illinois Central Railroad #114 (3<sup>rd</sup>)  
September 1920 sold  
AAT, ICR

1789 December 1890 0-6-0 18x24-51"  
Illinois Central Railroad #115 (2<sup>nd</sup>)  
February 1920 sold to Interstate Gravel #115  
September 1926 scrapped  
AAT, BAX

1790 December 1890 0-6-0 18x24-51"  
Illinois Central Railroad #116 (2<sup>nd</sup>)  
September 1921 scrapped  
AAT, ICR

1791 December 1890 0-6-0 18x24-51"  
Illinois Central Railroad #117 (3<sup>rd</sup>)  
August 1926 scrapped  
AAT, ICR

1792 January 1890 0-6-0 17x24-48" Order B-396  
Cleveland Belt Lime #100  
May 1891 sold to Cleveland Belt & Terminal #100 (1<sup>st</sup>)  
1892 sold to Cleveland, Canton & Southern #7 (2<sup>nd</sup>)  
August 1899 sold to Wheeling & Lake Erie #12 (2<sup>nd</sup>)  
1905 to Wheeling & Lake Erie B-1 #29 (3<sup>rd</sup>)  
1920 to Wheeling & Lake Erie B-1 #1804  
July 1923 scrapped  
AAT

1793 January 1890 4-4-0 18x24-64.7"  
Illinois Central Railroad #913  
1906 to Illinois Central Railroad #1913 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4913  
May 1935 scrapped  
AAT

1794 January 1890 4-4-0 18x24-64.7"  
Illinois Central Railroad #914  
1906 to Illinois Central Railroad #1914 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4914  
May 1935 scrapped  
AAT

1795 January 1891 4-4-0 18x24-64.7"  
Illinois Central Railroad #915  
1906 scrapped  
AAT

1796 January 1891 4-4-0 18x24-64.7"  
Illinois Central Railroad #916  
1906 to Illinois Central Railroad #1916 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4916  
May 1935 scrapped  
AAT

1797 January 1891 4-4-0 18x24-64.7"  
Illinois Central Railroad #917  
1906 to Illinois Central Railroad #1917 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4917  
June 1935 scrapped  
AAT

1798 January 1891 4-4-0 18x24-64.7"  
Illinois Central Railroad #918  
1906 to Illinois Central Railroad #1918 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4918  
June 1935 scrapped  
AAT

1799 January 1891 4-4-0 18x24-64.7"  
Illinois Central Railroad #919  
1906 to Illinois Central Railroad #1919 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4919  
June 1935 scrapped  
AAT

1800 January 1891 4-4-0 18x24-64.7"  
Illinois Central Railroad #920  
1906 to Illinois Central Railroad #1920 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4920  
June 1935 scrapped  
AAT

1801 January 1891 4-4-0 18x24-64.7"  
Illinois Central Railroad #921  
1906 to Illinois Central Railroad #1921 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4921  
July 1929 scrapped  
AAT

1802 January 1891 4-4-0 18x24-64.7"  
Illinois Central Railroad #922  
1906 to Illinois Central Railroad #1922 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4922  
July 1935 scrapped  
AAT

1803 January 1891 4-4-0 18x24-64.7"  
Illinois Central Railroad #923  
1906 to Illinois Central Railroad #1923 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4923  
May 1935 scrapped  
AAT

1804 January 1891 4-4-0 18x24-64.7"  
Illinois Central Railroad #924  
1906 to Illinois Central Railroad #1924 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4924  
May 1935 scrapped  
AAT

1805 January 1891 4-4-0 18x24-64.7"  
Illinois Central Railroad #925  
1906 to Illinois Central Railroad #1925 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4925  
June 1935 scrapped  
AAT

1806 January 1891 4-4-0 18x24-64.7"  
Illinois Central Railroad #926  
1906 to Illinois Central Railroad #1926 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4926  
July 1929 scrapped  
AAT

1807 January 1891 4-4-0 18x24-64.7"  
Illinois Central Railroad #927  
1906 to Illinois Central Railroad #1927 (1<sup>st</sup>)  
1922 to Illinois Central Railroad #4927  
May 1935 scrapped  
AAT

1808 January 1891 4-4-0 18x24-64.7"  
 Illinois Central Railroad #928  
 1906 to Illinois Central Railroad #1928 (1<sup>st</sup>)  
 1922 to Illinois Central Railroad #4928  
 June 1935 scrapped  
 AAT

1809 January 1891 4-4-0 18x24-64.7"  
 Illinois Central Railroad #929  
 1906 to Illinois Central Railroad #1929 (1<sup>st</sup>)  
 1922 to Illinois Central Railroad #4929  
 July 1929 scrapped  
 AAT

1810 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #764  
 1898 to Atchison, Topeka & Santa Fe #598  
 1900 to Atchison, Topeka & Santa Fe 151 class #198  
 January 1921 scrapped  
 AAT

1811 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #765  
 1898 to Atchison, Topeka & Santa Fe #599  
 1900 to Atchison, Topeka & Santa Fe 151 class #199  
 September 1925 scrapped  
 AAT

1812 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #766  
 1898 to Atchison, Topeka & Santa Fe #600  
 1900 to Atchison, Topeka & Santa Fe 151 class #200  
 November 1922 scrapped  
 AAT

1813 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #767  
 1898 to Atchison, Topeka & Santa Fe #591  
 1900 to Atchison, Topeka & Santa Fe 151 class #191  
 July 1919 scrapped  
 AAT

1814 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #768  
 1898 to Atchison, Topeka & Santa Fe #558  
 1900 to Atchison, Topeka & Santa Fe 151 class #158  
 November 1924 scrapped  
 AAT

1815 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #769  
 1898 to Atchison, Topeka & Santa Fe #559  
 1900 to Atchison, Topeka & Santa Fe 151 class #159  
 June 1919 scrapped  
 AAT

1816 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #770  
 1898 to Atchison, Topeka & Santa Fe #560  
 1900 to Atchison, Topeka & Santa Fe 151 class #160  
 sold  
 AAT

1817 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #771  
 1898 to Atchison, Topeka & Santa Fe #561  
 1900 to Atchison, Topeka & Santa Fe 151 class #161  
 July 1916 scrapped  
 AAT

1818 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #772  
 1898 to Atchison, Topeka & Santa Fe #562  
 1900 to Atchison, Topeka & Santa Fe 151 class #162  
 sold to Gulf, Colorado & Santa Fe  
 sold to Buffalo Northwestern  
 April 1929 sold to Atchison, Topeka & Santa Fe 151 class #220  
 August 1930 scrapped  
 AAT

1819 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #773  
 1898 to Atchison, Topeka & Santa Fe #563  
 1900 to Atchison, Topeka & Santa Fe 151 class #163  
 October 1925 scrapped  
 AAT

1820 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #774  
 1898 to Atchison, Topeka & Santa Fe #564  
 1900 to Atchison, Topeka & Santa Fe 151 class #164  
 Jun e1918 sold to Gulf & Northern #2  
 May 1922 sold to Atchison, Topeka & Santa Fe 151 class #164  
 AAT

1821 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #775  
 1898 to Atchison, Topeka & Santa Fe #565  
 1900 to Atchison, Topeka & Santa Fe 151 class #165  
 July 1923 scrapped  
 AAT

1822 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #776  
 1898 to Atchison, Topeka & Santa Fe #566  
 1900 to Atchison, Topeka & Santa Fe 151 class #166  
 July 1937 scrapped  
 AAT

1823 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #777  
 1898 to Atchison, Topeka & Santa Fe #567  
 1900 to Atchison, Topeka & Santa Fe 151 class #167  
 May 1922 scrapped  
 AAT

1824 February 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #778  
 1898 to Atchison, Topeka & Santa Fe #568  
 1900 to Atchison, Topeka & Santa Fe 151 class #168  
 March 1921 scrapped  
 AAT

1825 February 1891 2-4-4T 15x22-57"  
 Chicago & Northern Pacific #20  
 August 1897 sold to Chicago Terminal & Transfer #20  
 1902 sold to Chicago, Richmond & Muncie #25  
 May 1903 sold to Chicago, Cincinnati & Louisville #25  
 Jul 1910 sold to Chesapeake & Ohio #1008  
 March 1911 sold to Joseph Brothers  
 AAT

1826 February 1891 2-4-4T 15x22-57"  
 Chicago & Northern Pacific #21  
 August 1897 sold to Chicago Terminal & Transfer #21  
 1902 sold to Chicago, Richmond & Muncie #26  
 May 1903 sold to Chicago, Cincinnati & Louisville #26  
 1911 sold to J. Joseph Brothers  
 AAT

1827 February 1891 0-6-0 18x24-51"  
 Illinois Central Railroad #118 (2<sup>nd</sup>)  
 March 1927 sold to Interstate Gravel Company  
 AAT, ICR

1828 February 1891 0-6-0 18x24-51"  
 Illinois Central Railroad #119 (2<sup>nd</sup>)  
 July 1929 sold to Briggs & Turivas Company  
 AAT, ICR

1829 February 1891 0-6-0 18x24-51"  
 Illinois Central Railroad #120 (2<sup>nd</sup>)  
 June 1925 scrapped  
 AAT, ICR

1830 February 1891 0-6-0 18x24-51"  
 Illinois Central Railroad #121 (2<sup>nd</sup>)  
 June 1925 scrapped  
 AAT, ICR

1831 February 1891 0-6-0 18x24-51"  
 Illinois Central Railroad #122 (2<sup>nd</sup>)  
 July 1929 sold to Briggs & Turivas Company  
 AAT, ICR

1832 February 1891 0-6-0 18x24-51"  
 Illinois Central Railroad #123 (2<sup>nd</sup>)  
 1925 rebuilt  
 0-6-0T  
 Illinois Central Railroad #2501  
 by 1941 sold to Cagen Gravel Company  
 AAT, ICR

1833 September 1891 compressed air  
 Consolidated Street Railway #204 "Mekanshi" (J. F. Lewis)  
 AAT

1834 March 1891 4-6-0 18x24-56"  
 New York, Chicago & Saint Louis #89  
 1910 to New York, Chicago & Saint Louis I #270  
 1917 scrapped  
 AAT

1835 March 1891 4-6-0 18x24-56"  
 New York, Chicago & Saint Louis #90  
 1910 to New York, Chicago & Saint Louis I #271  
 September 1916 scrapped  
 AAT

1836 March 1891 4-6-0 18x24-56"  
 New York, Chicago & Saint Louis #91  
 1910 to New York, Chicago & Saint Louis I #272  
 December 1920 scrapped  
 AAT

1837 March 1891 4-6-0 18x24-56"  
 New York, Chicago & Saint Louis #92  
 1910 to New York, Chicago & Saint Louis I #273  
 October 1914 scrapped  
 AAT

1838 March 1891 4-6-0 18x24-56"  
 New York, Chicago & Saint Louis #93  
 1910 to New York, Chicago & Saint Louis I #274  
 December 1920 retired from service  
 AAT

1839 March 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #779  
 1898 to Atchison, Topeka & Santa Fe #569  
 1900 to Atchison, Topeka & Santa Fe 151 class #169  
 April 1923 scrapped  
 AAT

1840 March 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #780  
 1898 to Atchison, Topeka & Santa Fe #570  
 1900 to Atchison, Topeka & Santa Fe 151 class #170  
 November 1917 scrapped  
 AAT

1841 March 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #781  
 1898 to Atchison, Topeka & Santa Fe #571  
 1900 to Atchison, Topeka & Santa Fe 151 class #171  
 November 1917 sold to Gulf & Northern #1  
 May 1922 to Atchison, Topeka & Santa Fe 151 class #171  
 June 1923 scrapped  
 AAT

1842 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #782  
 1898 to Atchison, Topeka & Santa Fe #572  
 1900 to Atchison, Topeka & Santa Fe 151 class #172  
 May 1917 scrapped  
 AAT

1843 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #783  
 1898 to Atchison, Topeka & Santa Fe #573  
 1900 to Atchison, Topeka & Santa Fe 151 class #173  
 November 1923 scrapped  
 AAT

1844 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #784  
 1898 to Atchison, Topeka & Santa Fe #574  
 1900 to Atchison, Topeka & Santa Fe 151 class #174  
 June 1926 scrapped  
 AAT

1845 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #785  
 1898 to Atchison, Topeka & Santa Fe #575  
 1900 to Atchison, Topeka & Santa Fe 151 class #175  
 September 1919 scrapped  
 AAT

1846 1891 4-6-0 18x24-63"  
 Atchison, Topeka & Santa Fe #786  
 1898 to Atchison, Topeka & Santa Fe #576  
 1900 to Atchison, Topeka & Santa Fe 151 class #176  
 August 1926 scrapped  
 AAT

1847 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #787  
1898 to Atchison, Topeka & Santa Fe #577  
1900 to Atchison, Topeka & Santa Fe 151 class #177  
July 1925 sold to Dallas Washed Sand & Gravel Company  
AAT

1848 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #788  
1898 to Atchison, Topeka & Santa Fe #578  
1900 to Atchison, Topeka & Santa Fe 151 class #178  
April 1930 scrapped  
AAT

1849 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #789  
1898 to Atchison, Topeka & Santa Fe #579  
1900 to Atchison, Topeka & Santa Fe 151 class #179  
August 1923 scrapped  
AAT

1850 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #790  
1898 to Atchison, Topeka & Santa Fe #580  
1900 to Atchison, Topeka & Santa Fe 151 class #180  
May 1922 scrapped  
AAT

1851 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #791  
1898 to Atchison, Topeka & Santa Fe #581  
1900 to Atchison, Topeka & Santa Fe 151 class #181  
December 1925 scrapped  
AAT

1852 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #792  
1898 to Atchison, Topeka & Santa Fe #582  
1900 to Atchison, Topeka & Santa Fe 151 class #182  
January 1922 scrapped  
AAT

1853 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #793  
1898 to Atchison, Topeka & Santa Fe #583  
1900 to Atchison, Topeka & Santa Fe 151 class #183  
June 1933 scrapped  
AAT

1854 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #794  
1898 to Atchison, Topeka & Santa Fe #584  
1900 to Atchison, Topeka & Santa Fe 151 class #184  
January 1922 scrapped  
AAT

1855 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #795  
1898 to Atchison, Topeka & Santa Fe #585  
1900 to Atchison, Topeka & Santa Fe 151 class #185  
February 1923 scrapped  
AAT

1856 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #796  
1898 to Atchison, Topeka & Santa Fe #586  
1900 to Atchison, Topeka & Santa Fe 151 class #186  
sold  
AAT

1857 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #797  
1898 to Atchison, Topeka & Santa Fe #587  
1900 to Atchison, Topeka & Santa Fe 151 class #187  
June 1921 scrapped  
AAT

1858 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #798  
1898 to Atchison, Topeka & Santa Fe #588  
1900 to Atchison, Topeka & Santa Fe 151 class #188  
December 1937 scrapped  
AAT

1859 April 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #799  
1898 to Atchison, Topeka & Santa Fe #589  
1900 to Atchison, Topeka & Santa Fe 151 class #189  
October 1933 scrapped  
AAT

1860 April 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #800  
1898 to Atchison, Topeka & Santa Fe #590  
1900 to Atchison, Topeka & Santa Fe 151 class #190  
March 1927 scrapped  
AAT

1861 April 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #801  
1898 to Atchison, Topeka & Santa Fe #601  
1900 to Atchison, Topeka & Santa Fe 151 class #201  
October 1935 scrapped  
AAT

1862 April 1891 4-6-0 18x24-63"  
Atchison, Topeka & Santa Fe #802  
1898 to Atchison, Topeka & Santa Fe #602  
1900 to Atchison, Topeka & Santa Fe #202  
1903 sold to Santa Fe, Prescott & Phoenix #17  
December 1911 retired from service  
to Atchison, Topeka & Santa Fe #202  
June 1922 scrapped  
AAT

1863 April 1891 0-4-4T 49" gauge 16x24-50"  
Atlantic Mining Company #4 "Joseph E. Gay"  
AAT

1864 April 1891 4-6-0 17x24-69"  
Lake Shore & Michigan Southern #153  
1905 to Lake Shore & Michigan Southern Ea #5030  
November 1910 sold to New York Central & Hudson River F-46a #2193  
to New York Central & Hudson River F-46c #2193  
1932 retired from service  
AAT

1865 April 1891 4-6-0 17x24-69"  
Lake Shore & Michigan Southern #154  
1905 to Lake Shore & Michigan Southern #5031  
November 1921 scrapped  
AAT

1866 April 1891 4-6-0 17x24-69"  
Lake Shore & Michigan Southern #157  
1905 to Lake Shore & Michigan Southern #5032  
December 1909 sold to New York Central (New York Central & Hudson River) F-46a #2192 (2<sup>nd</sup>)  
rebuilt  
New York Central (New York Central & Hudson River) F-46c #2192 (2<sup>nd</sup>)  
1928 retired from service  
AAT, BAX

1867 April 1891 4-6-0 17x24-69"  
Lake Shore & Michigan Southern #188 "William Case"  
1905 to Lake Shore & Michigan Southern #5033  
January 1910 to New York Central & Hudson River #2194  
1932 retired from service  
AAT

1868 April 1891 4-6-0 17x24-69"  
Lake Shore & Michigan Southern #284 "R. N. Brown"  
1905 to Lake Shore & Michigan Southern #5034  
September 1928 scrapped  
AAT

1887 1891 4-6-0  
Wisconsin Central #211 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2609  
December 1928 dismantled  
WCA, WCZ

1888 1891 4-6-0  
Wisconsin Central #212 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2610  
November 1932 dismantled  
WCA, WCZ

1889 1891 4-6-0  
 Wisconsin Central #213 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2611  
 October 1927 dismantled  
 WCA, WCZ

1890 1891 4-6-0  
 Wisconsin Central #214 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2612  
 July 1930 dismantled  
 WCA, WCZ

1891 1891 4-6-0  
 Wisconsin Central #215 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2613  
 November 1932 dismantled  
 WCA, WCZ

1899 1891 4-4-0  
 Toledo & Ohio Central #473  
 June 1914 to New York Central (Zanesville & Western) C-95a #9718 (1<sup>st</sup>)  
 September 1923 retired from service  
 BAX

1900 1891 4-4-0  
 Toledo & Ohio Central #474  
 1911 to New York Central (Toledo & Ohio Central) C-95a #9555 (1<sup>st</sup>)  
 June 1914 to New York Central (Zanesville & Western) C-95a #9717 (1<sup>st</sup>)  
 by 1918 sold to Casparis Stone Company  
 BAX

1905 1891 4-6-0  
 Wisconsin Central #216 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2614  
 August 1929 dismantled  
 WCA, WCZ

1906 1891 4-6-0  
 Wisconsin Central #217 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2615  
 November 1932 dismantled  
 WCA, WCZ

1907 1891 4-6-0  
 Wisconsin Central #218 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2616  
 November 1932 dismantled  
 WCA, WCZ

1908 1891 4-6-0  
 Wisconsin Central #219 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2617  
 WCZ

1909 1891 4-6-0  
 Wisconsin Central #220 (1<sup>st</sup>)  
 June 1909 leased to Minneapolis, Saint Paul & Sault Sainte Marie (WC) #2618  
 June 1930 dismantled  
 WCA, WCZ

1920 00/1891 4-6-0  
 Lake Shore & Michigan Southern #283  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b #5141 (1<sup>st</sup>)  
 December 1910 scrapped  
 BAX

1921 00/1891 4-6-0  
 Lake Shore & Michigan Southern #495  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b #5142 (1<sup>st</sup>)  
 November 1909 sold to Hicks Locomotive Works  
 BAX

1922 00/1891 4-6-0  
 Lake Shore & Michigan Southern #554  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5143 (1<sup>st</sup>)  
 August 1910 sold to Atlantic Equipment  
 BAX

1923 00/1891 4-6-0  
 Lake Shore & Michigan Southern #555  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5144 (1<sup>st</sup>)  
 May 1907 converted to F-49h  
 New York Central (Lake Shore & Michigan Southern) F-49h #5144 (1<sup>st</sup>)  
 February 1919 to New York Central (Lake Shore & Michigan Southern)  
 F-49h #5097 (2<sup>nd</sup>)  
 October 1922 scrapped  
 BAX

1924 00/1891 4-6-0  
 Lake Shore & Michigan Southern #556  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5145 (1<sup>st</sup>)  
 November 1909 sold to Hicks Locomotive Works  
 BAX

1925 00/1891 4-6-0  
 Lake Shore & Michigan Southern #557  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5146 (1<sup>st</sup>)  
 September 1912 sold to Central Locomotive & Car  
 BAX

1926 00/1891 4-6-0  
 Lake Shore & Michigan Southern #558  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5147 (1<sup>st</sup>)  
 November 1909 sold to Hicks Locomotive Works  
 BAX

1927 00/1891 4-6-0  
 Lake Shore & Michigan Southern #559  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5148 (1<sup>st</sup>)  
 May 1910 scrapped  
 BAX

1928 00/1891 4-6-0  
 Lake Shore & Michigan Southern #560  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5149 (1<sup>st</sup>)  
 May 1910 scrapped  
 BAX

1929 00/1891 4-6-0  
 Lake Shore & Michigan Southern #22  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-49b  
 #5140 (1<sup>st</sup>)  
 October 1912 sold to Southern Iron & Equipment #865  
 BAX

1940 1891 4-6-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #416  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 F-64 #6146 (1<sup>st</sup>)  
 March 1916 scrapped  
 BAX

1941 1891 4-6-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #417  
 November 1906 to New York Central (Cleveland, Cincinnati, Chicago &  
 Saint Louis) F-64 #6147 (1<sup>st</sup>)  
 December 1906 to Cincinnati Northern #6147  
 October 1918 rebuilt  
 1920 to #6381  
 BAX

1942 1891 4-6-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #418  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 F-64 #6148 (1<sup>st</sup>)  
 February 1907 to Cincinnati Northern #6148  
 1920 to #6382  
 BAX

1943 1891 4-6-0  
Cleveland, Cincinnati, Chicago & Saint Louis #419  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
F-64 #6149 (1<sup>st</sup>)  
March 1907 to Cincinnati Northern #6149  
1920 to #6383  
BAX

1944 1891 4-6-0  
Cleveland, Cincinnati, Chicago & Saint Louis #420  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
F-64 #6150 (1<sup>st</sup>)  
August 1912 rebuilt  
1920 to New York Central (New York Central) F-64 #6314 (2<sup>nd</sup>)  
December 1933 scrapped  
BAX

1945 1891 4-6-0  
Cleveland, Cincinnati, Chicago & Saint Louis #421  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
F-64 #6151 (1<sup>st</sup>)  
December 1906 to Cincinnati Northern #6151  
July 1918 rebuilt  
1920 to #6384  
BAX

1946 1891 4-6-0  
Cleveland, Cincinnati, Chicago & Saint Louis #422  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
F-64 #6152 (1<sup>st</sup>)  
February 1906 scrapped  
BAX

1947 1891 4-6-0  
Cleveland, Cincinnati, Chicago & Saint Louis #423  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
F-64 #6153 (1<sup>st</sup>)  
June 1916 scrapped  
BAX

1948 1891 4-6-0  
Cleveland, Cincinnati, Chicago & Saint Louis #424  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
F-64 #6154 (1<sup>st</sup>)  
March 1907 to Cincinnati Northern #6154  
January 1918 rebuilt  
1920 to #6385  
BAX

1949 1891 4-6-0  
Cleveland, Cincinnati, Chicago & Saint Louis #425  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
F-64 #6155 (1<sup>st</sup>)  
July 1911 rebuilt  
1920 to New York Central (New York Central) F-64 #6315 (2<sup>nd</sup>)  
September 1923 scrapped  
BAX

1950 1891 4-6-0  
Cleveland, Cincinnati, Chicago & Saint Louis #426  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
F-64 #6156 (1<sup>st</sup>)  
July 1915 scrapped  
BAX

1951 1891 4-6-0  
Cleveland, Cincinnati, Chicago & Saint Louis #427  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
F-64 #6157 (1<sup>st</sup>)  
March 1916 scrapped  
BAX

1952 1891 4-6-0  
Cleveland, Cincinnati, Chicago & Saint Louis #237  
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
F-63 #6145 (1<sup>st</sup>)  
February 1916 scrapped  
BAX

1953 1891 4-6-0	1990 1891 0-6-0
Cleveland, Cincinnati, Chicago & Saint Louis #236	Illinois Central Railroad #131 (2 <sup>nd</sup> )
1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)	July 1927 scrapped
F-63 #6144 (1 <sup>st</sup> )	ICR
January 1914 scrapped	1991 1891 0-6-0
BAX	Illinois Central Railroad #132 (3 <sup>rd</sup> )
1983 1891 0-6-0	November 1928 sold to Briggs & Turivas Company
Illinois Central Railroad #124 (2 <sup>nd</sup> )	ICR
July 1924 scrapped	1993 1891 0-6-0
ICR	Wisconsin Central #132 (1 <sup>st</sup> )
1984 1891 0-6-0	June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2314
Illinois Central Railroad #125 (3 <sup>rd</sup> )	September 1926 dismantled
May 1935 scrapped	WCA, WCZ
ICR	1994 1891 0-6-0
1985 1891 0-6-0	Wisconsin Central #133 (1 <sup>st</sup> )
Illinois Central Railroad #126 (3 <sup>rd</sup> )	June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2315
June 1926 sold to Golden Gravel Company	November 1932 dismantled
ICR	WCA, WCZ
1986 1891 0-6-0	1995 1891 0-6-0
Illinois Central Railroad #127 (3 <sup>rd</sup> )	Wisconsin Central #134 (1 <sup>st</sup> )
March 1925 scrapped	June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2316
ICR	April 1930 dismantled
1987 1891 0-6-0	WCA, WCZ
Illinois Central Railroad #128 (2 <sup>nd</sup> )	2017 1891 4-6-0
September 1926 scrapped	Lake Shore & Michigan Southern #5043
ICR	January 1910 to New York Central (New York Central & Hudson River) F-46b #2195 (2 <sup>nd</sup> )
1988 1891 0-6-0	rebuilt
Illinois Central Railroad #129 (2 <sup>nd</sup> )	New York Central (New York Central & Hudson River) F-46d #2195 (2 <sup>nd</sup> )
1925 rebuilt	by 1928 retired from service
0-6-0T	BAX
Illinois Central Railroad #2502 (2 <sup>nd</sup> )	2037 00/1891 2-6-0
by 1937 off roster	LE&W #111
ICR	00/1905 to New York Central (LE&W) E-41 #5346 (1 <sup>st</sup> )
1989 1891 0-6-0	October 1920 scrapped
Illinois Central Railroad #130 (2 <sup>nd</sup> )	BAX
November 1928 sold to Briggs & Turivas Company	
ICR	

2038 00/1891 2-6-0  
LE&W #112  
00/1905 to New York Central (LE&W) E-41 #5347 (1<sup>st</sup>)  
June 1922 scrapped  
BAX

2039 00/1891 2-6-0  
LE&W #113  
00/1905 to New York Central (LE&W) E-41 #5348 (1<sup>st</sup>)  
June 1922 scrapped  
BAX

2040 00/1891 2-6-0  
LE&W #114  
00/1905 to New York Central (LE&W) E-41 #5349 (1<sup>st</sup>)  
August 1923 scrapped  
BAX

2041 00/1892 4-6-0  
Lake Shore & Michigan Southern #571  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c  
#5150 (1<sup>st</sup>)  
October 1912 sold to Southern Iron & Equipment #866  
BAX

2042 00/1892 4-6-0  
Lake Shore & Michigan Southern #572  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c  
#5151 (1<sup>st</sup>)  
July 1913 sold to H. F. Wardwell  
BAX

2043 00/1892 4-6-0  
Lake Shore & Michigan Southern #573  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c  
#5152 (1<sup>st</sup>)  
November 1909 sold to Hicks Locomotive Works  
BAX

2044 00/1892 4-6-0  
Lake Shore & Michigan Southern #574  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c  
#5153 (1<sup>st</sup>)  
November 1909 sold to Hicks Locomotive Works  
BAX

2045 00/1892 4-6-0  
Lake Shore & Michigan Southern #575  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c  
#5154 (1<sup>st</sup>)  
February 1910 scrapped  
BAX

2067 00/1892 4-6-0  
Lake Shore & Michigan Southern #576  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c  
#5155 (1<sup>st</sup>)  
03/1913 sold to Florala Saw Mill #4  
BAX

2068 00/1892 4-6-0  
Lake Shore & Michigan Southern #577  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c  
#5156 (1<sup>st</sup>)  
October 1912 sold to New York Equipment Company  
October 1912 sold to Tampa & Jacksonville #55  
BAX

2069 00/1892 4-6-0  
Lake Shore & Michigan Southern #578  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c  
#5157 (1<sup>st</sup>)  
June 1913 sold to Michigan Railway & Equipment  
BAX

2070 00/1892 4-6-0  
Lake Shore & Michigan Southern #579  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-49c  
#5150 (1<sup>st</sup>)  
03/1908 converted to F-49i  
New York Central (Lake Shore & Michigan Southern) F-49i #5150 (1<sup>st</sup>)  
October 1915 scrapped  
BAX

2081 00/1892 4-6-0  
LS&MS #588  
00/1905 to New York Central (LE&W) F-49c #5167 (1<sup>st</sup>)  
November 1909 sold to Hicks LCU  
BAX

2082 00/1892 4-6-0  
LSMS #589  
00/1905 to New York Central (LSMS) F-49c #5168 (1<sup>st</sup>)  
June 1912 sold to Ha Ha Bay #4  
BAX

2083 00/1892 4-6-0  
LSMS #590  
00/1905 to New York Central (LSMS) F-49c #5169 (1<sup>st</sup>)  
January 1910 scrapped  
BAX

2093 00/1892 2-8-0  
Great Northern F-1 #450 (1<sup>st</sup>)  
00/1899 to Great Northern F-1 #516 (1<sup>st</sup>)  
June 1928 scrapped  
KJB

2094 00/1892 2-8-0  
Great Northern F-1 #451 (1<sup>st</sup>)  
00/1899 to Great Northern F-1 #517 (1<sup>st</sup>)  
00/1927 retired from service  
January 1928 scrapped  
KJB

2095 00/1892 2-8-0  
Great Northern F-1 #452 (1<sup>st</sup>)  
00/1899 to Great Northern F-1 #518 (1<sup>st</sup>)  
March 1929 scrapped  
KJB

2096 00/1892 2-8-0  
Great Northern F-1 #453 (1<sup>st</sup>)  
00/1899 to Great Northern F-1 #519 (1<sup>st</sup>)  
August 1940 scrapped  
KJB

2097 00/1892 2-8-0  
Great Northern F-1 #454 (1<sup>st</sup>)  
00/1899 to Great Northern F-1 #520 (1<sup>st</sup>)  
00/1928 retired from service  
January 1928 scrapped  
KJB

2098 00/1892 2-8-0  
Great Northern F-1 #455 (1<sup>st</sup>)  
February 1925 rebuilt 0-6-0  
Great Northern A-5 #521 (1<sup>st</sup>)  
October 1950 scrapped  
KJB

2099 June 1892 2-8-0 19x26-55"  
Great Northern F-1 #456 (1<sup>st</sup>)  
00/1899 to Great Northern F-1 #522 (1<sup>st</sup>)  
October 1940 scrapped  
AAT, KJB

2100 June 1892 2-8-0 19x26-55"  
Great Northern F-1 #457 (1<sup>st</sup>)  
00/1899 to Great Northern F-1 #523 (1<sup>st</sup>)  
September 1941 scrapped  
AAT, KJB

2101 June 1892 2-8-0 19x26-55"  
Great Northern F-1 #458 (1<sup>st</sup>)  
00/1899 to Great Northern F-1 #524 (1<sup>st</sup>)  
1927 retired from service  
January 1928 scrapped  
AAT, KJB

2102 June 1892 2-8-0 19x26-55"  
Great Northern F-1 #459 (1<sup>st</sup>)  
1899 to Great Northern F-1 #525 (1<sup>st</sup>)  
December 1924 sold to Somers Lumber Company #525  
1925 retired from service  
to Great Northern F-1 #525 (1<sup>st</sup>)  
June 1928 scrapped  
AAT, KJB

2103 June 1892 2-8-0 19x26-55"  
Great Northern Railway F-1 #460  
1899 to Great Northern Railway F-1 #526  
1927 retired from service  
February 1928 scrapped  
AAT

2104 June 1892 2-8-0 19x26-55"  
 Great Northern Railway F-1 #461  
 1899 to Great Northern Railway F-1 #527  
 January 1947 scrapped  
 AAT

2105 July 1892 2-8-0 19x26-55"  
 Great Northern Railway F-1 #462  
 1899 to Great Northern Railway F-1 #528  
 December 1929 retired from service  
 January 1932 scrapped  
 AAT

2106 July 1892 2-8-0 19x26-55"  
 Great Northern Railway F-1 #463  
 1899 to Great Northern Railway F-1 #529  
 June 1928 scrapped  
 AAT

2107 July 1892 2-8-0 19x26-55"  
 Great Northern Railway F-1 #464 (1<sup>st</sup>)  
 1899 to Great Northern Railway F-1 #530  
 April 1908 sold to Spokane, Portland & Seattle N-1 #350  
 April 1945 retired from service  
 1945 to Great Northern F-1 #545 (2<sup>nd</sup>)  
 October 1951 scrapped  
 AAT

2108 July 1892 2-8-0 19x26-55"  
 Great Northern Railway F-1 #465 (1<sup>st</sup>)  
 1899 to Great Northern Railway F-1 #531  
 January 1927 scrapped  
 AAT

2109 July 1892 2-8-0 19x26-55"  
 Great Northern Railway F-1 #466 (1<sup>st</sup>)  
 1899 to Great Northern Railway F-1 #532  
 April 1924 scrapped  
 AAT

2110 July 1892 2-8-0 19x26-55"  
 Great Northern Railway F-1 #467 (1<sup>st</sup>)  
 1899 to Great Northern Railway F-1 #533  
 June 1926 scrapped  
 AAT

2111 July 1892 2-8-0 19x26-55"  
 Great Northern Railway F-1 #468 (1<sup>st</sup>)  
 1899 to Great Northern Railway F-1 #534  
 December 1928 scrapped  
 AAT

2112 July 1892 2-8-0 19x26-55"  
 Great Northern Railway F-1 #469 (1<sup>st</sup>)  
 1899 to Great Northern Railway F-1 #535  
 February 1934 scrapped  
 AAT

2113 July 1892 2-8-0 19x26-55"  
 Great Northern F-1 #470 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #536 (1<sup>st</sup>)  
 June 1926 scrapped  
 AAT, KJB

2114 July 1892 2-8-0 19x26-55"  
 Great Northern F-1 #471 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #537 (1<sup>st</sup>)  
 February 1934 sold as scrap to Duluth Iron & Metals  
 AAT, KJB

2115 July 1892 2-8-0 19x26-55"  
 Great Northern F-1 #472 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #538 (1<sup>st</sup>)  
 June 1928 scrapped  
 AAT, KJB

2116 July 1892 2-8-0 19x26-55"  
 Great Northern F-1 #473 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #539 (1<sup>st</sup>)  
 March 1908 sold to Spokane, Portland & Seattle N-1 #351  
 September 1947 scrapped  
 AAT, KJB

2117 September 1892 2-8-0 19x26-55"  
 Great Northern F-1 #499 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #565 (1<sup>st</sup>)  
 June 1928 scrapped  
 AAT, KJB

2118 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #60

1901 to Toledo & Ohio Central #367

1911 to New York Central (Toledo & Ohio Central) F-95a #9677 (1<sup>st</sup>)

December 1915 sold

AAT, BAX

2119 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #61

1901 to Toledo & Ohio Central #368

1911 to New York Central (Toledo & Ohio Central) F-95Aa #9678 (1<sup>st</sup>)

to New York Central (Toledo & Ohio Central) F-95Aa #9687 (2<sup>nd</sup>)

1916 to New York Central (Toledo & Ohio Central) F-95Aa #9587 (2<sup>nd</sup>)

April 1917 sold as scrap

AAT, BAX

2120 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #62

1901 to Toledo & Ohio Central #369

1911 to New York Central (Toledo & Ohio Central) F-95Aa #9679 (1<sup>st</sup>)

New York Central F-95Aa #9688 (2<sup>nd</sup>)

1916 to New York Central F-95Aa #9588 (1<sup>st</sup>)

June 1917 scrapped

AAT, BAX

2121 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #63

1901 to Toledo & Ohio Central #370

1911 to New York Central (Toledo & Ohio Central) F-95Aa #9680 (1<sup>st</sup>)

New York Central F-95Aa #9689 (2<sup>nd</sup>)

1916 to New York Central F-95Aa #9589 (1<sup>st</sup>)

June 1917 sold to H. Zeiger & Company

AAT, BAX

2122 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #64

1901 to Toledo & Ohio Central #371

1911 to New York Central (Toledo & Ohio Central) F-95Aa #9681

circa 1915 to New York Central (New York Central) F-95Aa #9691 (2<sup>nd</sup>)

1916 to New York Central (New York Central) F-95Aa #9591 (1<sup>st</sup>)

May 1920 scrapped

AAT, BAX

2123 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #65

1901 to Toledo & Ohio Central #372

1911 to New York Central (Toledo & Ohio Central) F-95Aa #9682 (2<sup>nd</sup>)

November 1915 scrapped

AAT, BAX

2124 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #66

1901 to Toledo & Ohio Central #373

1911 to New York Central (Toledo & Ohio Central) F-95Aa #9683 (2<sup>nd</sup>)

1912 to New York Central F-95Aa #9693 (2<sup>nd</sup>)

1916 to New York Central F-95Aa #9593 (1<sup>st</sup>)

May 1917 scrapped

AAT, BAX

2125 July 1892 4-6-0 18x24-56"

Toledo & Ohio Central #67

1901 to Toledo & Ohio Central #374

1911 to New York Central (Toledo & Ohio Central) F-95Aa #9684 (2<sup>nd</sup>)

November 1915 scrapped

AAT, BAX

2126 July 1892 0-6-0 17x24-48"

Cincinnati, Hamilton & Dayton #76

1916 off roster

AAT

2127 July 1892 0-6-0 17x24-48"

Cincinnati, Hamilton & Dayton #77

1914 off roster

AAT

2128 July 1892 0-6-0 17x24-48"

Cincinnati, Hamilton & Dayton #78

1917 sold to Baltimore & Ohio D-27 #89 (5<sup>th</sup>)

June 1923 retired from service

AAT

2129 July 1892 0-6-0 17x24-48"

Cincinnati, Hamilton & Dayton #79

1916 off roster

AAT

2130 August 1892 4-6-0 17x24-50"  
 Cleveland Belt & Terminal #100 (2<sup>nd</sup>)  
 August 1899 sold to Wheeling & Lake Erie #20 (2<sup>nd</sup>)  
 1902 to Wheeling & Lake Erie #113  
 1904 to Wheeling & Lake Erie #582  
 May 1914 retired from service  
 January 1917 sold to I. Gerson  
 AAT

2131 August 1892 0-4-0 17x24-50"  
 Standard Oil Company #2; Whiting, Indiana  
 AAT

2132 August 1892 2-6-0 17x24-50"  
 Lake Erie & Western N-7 #5 (2<sup>nd</sup>)  
 rebuilt  
 0-6-0  
 Lake Erie & Western U-4 #5 (2<sup>nd</sup>)  
 October 1905 to New York Central (Lake Erie & Western) B-42 #4266 (1<sup>st</sup>)  
 May 1916 retired from service  
 scrapped  
 AAT, BAX

2133 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #474 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #540 (1<sup>st</sup>)  
 May 1948 scrapped  
 AAT, KJB

2134 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #475 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #541 (1<sup>st</sup>)  
 May 1929 retired from service  
 1931 scrapped  
 AAT, KJB

2135 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #476 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #542 (1<sup>st</sup>)  
 June 1926 scrapped  
 AAT, KJB

2136 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #477 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #543 (1<sup>st</sup>)  
 1927 retired from service  
 January 1928 scrapped  
 AAT, KJB

2137 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #478 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #544 (1<sup>st</sup>)  
 October 1950 sold to Montana Western #5  
 February 1956 scrapped  
 AAT, KJB

2138 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #479 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #545 (1<sup>st</sup>)  
 September 1928 retired from service  
 1932 scrapped  
 AAT, KJB

2139 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #480 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #546 (1<sup>st</sup>)  
 December 1938 scrapped  
 AAT, KJB

2140 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #481 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #547 (1<sup>st</sup>)  
 October 1925 scrapped  
 AAT, KJB

2141 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #482 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #548 (1<sup>st</sup>)  
 June 1928 scrapped  
 AAT, KJB

2142 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #483 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #549 (1<sup>st</sup>)  
 1904 sold to Morrissey Fernie & Michel #501  
 AAT, KJB

2143 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #484 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #550 (2<sup>nd</sup>)  
 July 1927 scrapped  
 AAT, KJB

2144 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #485 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #551 (2<sup>nd</sup>)  
 November 1927 scrapped  
 AAT, KJB

2145 August 1892 2-8-0 19x26-55"  
 Great Northern F-1 #486 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #552 (2<sup>nd</sup>)  
 November 1927 scrapped  
 AAT, KJB

2146 September 1892 2-8-0 19x26-55"  
 Great Northern F-1 #487 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #553 (2<sup>nd</sup>)  
 February 1930 retired from service  
 1932 scrapped  
 AAT, KJB

2147 September 1892 2-8-0 19x26-55"  
 Great Northern F-1 #488 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #554 (2<sup>nd</sup>)  
 September 1936 sold to Truax Coal Company  
 AAT, KJB

2148 September 1892 2-8-0 19x26-55"  
 Great Northern F-1 #489 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #555 (1<sup>st</sup>)  
 May 1926 scrapped  
 AAT, KJB

2149 September 1892 2-8-0 19x26-55"  
 Great Northern F-1 #490 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #556 (1<sup>st</sup>)  
 November 1927 scrapped  
 AAT, KJB

2150 September 1892 2-8-0 19x26-55"  
 Great Northern F-1 #491 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #557 (1<sup>st</sup>)  
 May 1926 scrapped  
 AAT, KJB

2151 September 1892 2-8-0 19x26-55"  
 Great Northern F-1 #492 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #558 (1<sup>st</sup>)  
 September 1931 scrapped  
 AAT, KJB

2152 September 1892 2-8-0 19x26-55"  
 Great Northern F-1 #493 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #559 (1<sup>st</sup>)  
 May 1926 scrapped  
 AAT, KJB

2153 September 1892 2-8-0 19x26-55"  
 Great Northern F-1 #494 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #560 (1<sup>st</sup>)  
 May 1926 scrapped  
 AAT, KJB

2154 September 1892 2-8-0 19x26-55"  
 Great Northern F-1 #495 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #561 (1<sup>st</sup>)  
 March 1908 sold to Spokane, Portland & Seattle N-1 #352  
 April 1945 retired from service  
 to Great Northern F-1 #546 (2<sup>nd</sup>)  
 December 1950 sold as scrap  
 AAT, KJB

2155 September 1892 2-8-0 19x26-55"  
 Great Northern F-1 #496 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #562 (1<sup>st</sup>)  
 March 1925 scrapped  
 AAT, KJB

2156 September 1892 2-8-0 19x26-55"  
 Great Northern F-1 #497 (1<sup>st</sup>)  
 1899 to Great Northern F-1 #563 (1<sup>st</sup>)  
 March 1931 scrapped  
 AAT, KJB

2157 September 1892 2-8-0 19x26-55"  
Great Northern F-1 #498 (1<sup>st</sup>)  
1899 to Great Northern F-1 #564 (1<sup>st</sup>)  
August 1928 sold to Deer Park Lumber Company #564  
to Deer Park Lumber Company #2  
AAT, KJB

2158 September 1892 0-6-0 18x24-52"  
Lake Shore & Michigan Southern Te #591  
1905 sold to New York Central B-50e #4325  
December 1915 scrapped  
AAT

2159 September 1892 0-6-0 18x24-52"  
Lake Shore & Michigan Southern Te #592  
1905 sold to New York Central B-50e #4326  
February 1916 sold to Contractors Equipment & Supply Company  
AAT

2160 September 1892 0-6-0 18x24-52"  
Lake Shore & Michigan Southern Te #593  
1905 sold to New York Central B-50e #4327  
November 1915 scrapped  
AAT

2161 September 1892 0-6-0 18x24-52"  
Lake Shore & Michigan Southern Te #594  
1905 sold to New York Central B-50e #4328  
September 1914 scrapped  
AAT

2162 September 1892 0-6-0 18x24-52"  
Lake Shore & Michigan Southern Te #595  
1905 sold to New York Central B-50e #4329  
February 1916 sold to Contractors Equipment & Supply Company  
AAT

2163 September 1892 0-6-0 18x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis A-2 #8  
1903 to Cleveland, Cincinnati, Chicago & Saint Louis E #7  
1905 sold to New York Central B-66 #7238  
December 1920 sold to Glenn Equipment Company  
AAT

2164 September 1892 0-6-0 18x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis A-2 #13  
1903 to Cleveland, Cincinnati, Chicago & Saint Louis E #6  
1905 sold to New York Central B-66 #7237  
February 1916 scrapped  
AAT

2165 September 1892 0-6-0 18x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis A-2 #36  
1898 to Cleveland, Cincinnati, Chicago & Saint Louis E #60 (2<sup>nd</sup>)  
1905 sold to New York Central B-66 #7240  
May 1923 scrapped  
AAT

2166 September 1892 0-6-0 18x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis A-3 #56  
to Cleveland, Cincinnati, Chicago & Saint Louis E #56  
1905 sold to New York Central B-66 #7239  
July 1922 scrapped  
AAT

2167 September 1892 0-6-0 18x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis A-2 #58  
to Cleveland, Cincinnati, Chicago & Saint Louis E #58  
1905 sold to New York Central Bx #7217  
April 1916 scrapped  
AAT

2168 September 1892 0-6-0 18x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis A-2 #77  
to Cleveland, Cincinnati, Chicago & Saint Louis E #77  
1905 sold to New York Central B-66 #7241  
May 1917 scrapped  
AAT

2169 September 1892 0-6-0 18x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis A-2 #78  
to Cleveland, Cincinnati, Chicago & Saint Louis E #78  
1905 sold to New York Central B-6 #7242  
May 1917 scrapped  
AAT

2170 September 1892 0-6-0 18x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-2 #79  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #79  
 1905 sold to New York Central B-66 #7243  
 July 1919 sold to Glenn Equipment Company  
 AAT

2171 September 1892 0-6-0 18x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-2 #80  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #80  
 1905 sold to New York Central B-66 #7244  
 August 1920 sold to Southern Iron & Equipment Company #1613  
 rebuilt  
 2-6-0  
 April 4, 1922 sold to Elkin & Allegheny #101  
 1930 sold to Southern Iron & Equipment Company #2308  
 AAT

2172 October 1892 0-6-0 18x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis A-2 #81  
 to Cleveland, Cincinnati, Chicago & Saint Louis E #81  
 1905 sold to New York Central B-66 #7245  
 July 1919 sold to Glenn Equipment Company  
 AAT

2173 November 1892 2-8-0 17½x26-48"  
 Buffalo, Rochester & Pittsburgh O #109  
 1913 retired from service  
 AAT

2174 November 1892 2-8-0 17½x26-48"  
 Buffalo, Rochester & Pittsburgh O #110  
 1912 retired from service  
 AAT

2175 November 1892 2-8-0 17½x26-48"  
 Buffalo, Rochester & Pittsburgh O #111  
 1911 scrapped  
 AAT

2176 November 1892 2-8-0 17½x26-48"  
 Buffalo, Rochester & Pittsburgh O #112  
 1913 retired from service  
 AAT

2177 November 1892 2-8-0 17½x26-48"  
 Buffalo, Rochester & Pittsburgh O #113  
 1912 retired from service  
 AAT

2178 November 1892 2-8-0 17½x26-48"  
 Buffalo, Rochester & Pittsburgh O #114  
 1912 retired from service  
 AAT

2179 November 1892 4-4-0 18x24-67"  
 Buffalo, Rochester & Pittsburgh A-2 #115  
 February 1920 scrapped  
 AAT

2180 November 1892 4-4-0 18x24-67"  
 Buffalo, Rochester & Pittsburgh A-2 #116  
 March 1918 scrapped  
 AAT

2181 November 1892 0-6-4T 13x18-38"  
 Murphy Lumber Company #1  
 1893 rebuilt  
 0-6-0T  
 AAT

2182 November 1892 4-6-0 19x24-56"  
 Burlington, Cedar Rapids & Northern #115  
 1899 to Burlington, Cedar Rapids & Northern #180  
 June 1903 sold to Chicago, Rock Island & Pacific #1303  
 1903 to Chicago, Rock Island & Pacific #1203 (2<sup>nd</sup>)  
 September 1928 scrapped  
 AAT

2183 November 1892 4-6-0 19x24-56"  
 Burlington, Cedar Rapids & Northern #116  
 1899 to Burlington, Cedar Rapids & Northern #181  
 June 1903 sold to Chicago, Rock Island & Pacific #1304  
 1903 to Chicago, Rock Island & Pacific #1204 (2<sup>nd</sup>)  
 September 1926 scrapped  
 AAT

2184 November 1892 4-6-0 19x24-56"  
 Burlington, Cedar Rapids & Northern #117  
 1899 to Burlington, Cedar Rapids & Northern #182  
 June 1903 sold to Chicago, Rock Island & Pacific #1305  
 1903 to Chicago, Rock Island & Pacific #1205 (2<sup>nd</sup>)  
 September 1928 scrapped  
 AAT

2185 November 1892 4-6-0 19x24-56"  
 Burlington, Cedar Rapids & Northern #118  
 1899 to Burlington, Cedar Rapids & Northern #183  
 June 1903 sold to Chicago, Rock Island & Pacific #1306  
 1903 to Chicago, Rock Island & Pacific #1206  
 April 1925 scrapped  
 AAT

2186 November 1892 4-6-0 19x24-56"  
 Burlington, Cedar Rapids & Northern #119  
 1899 to Burlington, Cedar Rapids & Northern #184  
 June 1903 sold to Chicago, Rock Island & Pacific #1307  
 1903 to Chicago, Rock Island & Pacific #1207  
 September 1928 scrapped  
 AAT

2187 November 1892 2-8-0 19x26-55"  
 Great Northern F-1 #500 (2<sup>nd</sup>)  
 June 1928 scrapped  
 AAT, KJB

2188 November 1892 2-8-0 19x26-55"  
 Great Northern F-1 #501 (2<sup>nd</sup>)  
 June 1926 scrapped  
 AAT, KJB

2189 November 1892 2-8-0 19x26-55"  
 Great Northern F-1 #502 (2<sup>nd</sup>)  
 November 1929 retired from service  
 1932 scrapped  
 AAT, KJB

2190 November 1892 2-8-0 19x26-55"  
 Great Northern F-1 #503 (2<sup>nd</sup>)  
 July 1927 scrapped  
 AAT, KJB

2191 November 1892 2-8-0 19x26-55"  
 Great Northern F-1 #504 (2<sup>nd</sup>)  
 December 1930 retired from service  
 1932 scrapped  
 AAT, KJB

2192 November 1892 2-8-0 19x26-55"  
 Great Northern F-1 #505 (1<sup>st</sup>)  
 October 1936 scrapped  
 AAT, KJB

2193 November 1892 2-8-0 19x26-55"  
 Great Northern F-1 #506 (1<sup>st</sup>)  
 July 1925 scrapped  
 AAT, KJB

2194 November 1892 2-8-0 19x26-55"  
 Great Northern F-1 #507 (1<sup>st</sup>)  
 July 1927 scrapped  
 AAT, KJB

2195 November 1892 2-8-0 19x26-55"  
 Great Northern F-1 #508 (1<sup>st</sup>)  
 1947 to Great Northern F-1 #522 (2<sup>nd</sup>)  
 November 1951 scrapped  
 AAT, KJB

2196 November 1892 2-8-0 19x26-55"  
 Great Northern F-1 #509 (1<sup>st</sup>)  
 June 1926 scrapped  
 AAT, KJB

2197 November 1892 2-8-0 19x26-55"  
 Great Northern F-1 #510 (1<sup>st</sup>)  
 1927 retired from service  
 January 1928 scrapped  
 AAT, KJB

2198 November 1892 2-8-0 19x26-55"  
 Great Northern F-1 #511 (1<sup>st</sup>)  
 1947 to Great Northern F-1 #523 (2<sup>nd</sup>)  
 December 1949 scrapped  
 AAT, KJB

2199 December 1892 2-8-0 19x26-55"  
 Great Northern F-1 #512 (1<sup>st</sup>)  
 January 1947 to Great Northern Railway F-1 #525 (2<sup>nd</sup>)  
 November 1951 scrapped  
 AAT, KJB

2200 December 1892 2-8-0 19x26-55"  
 Great Northern F-1 #513 (1<sup>st</sup>)  
 May 1930 retired from service  
 AAT, KJB

2201 December 1892 2-8-0 19x26-55"  
 Great Northern F-1 #514 (1<sup>st</sup>)  
 December 1938 scrapped  
 AAT, KJB

2202 December 1892 0-6-0 18x24-51"  
 Peoria & Pekin Union A #15 (1<sup>st</sup>)  
 to Peoria & Pekin Union A #1 (2<sup>nd</sup>)  
 by 1927 off roster  
 AAT

2203 December 1892 0-6-0 18x24-51"  
 Peoria & Pekin Union A #16 (1<sup>st</sup>)  
 to Peoria & Pekin Union A #2 (2<sup>nd</sup>)  
 1918 retired from service  
 AAT

2204 December 1892 0-6-0 18x24-51"  
 Peoria & Pekin Union A #17 (1<sup>st</sup>)  
 to Peoria & Pekin Union A #3 (2<sup>nd</sup>)  
 by 1927 off roster  
 AAT

2205 December 1892 2-6-0 14x22-44"  
 Duluth, Mississippi River & Northern #3  
 1896 sold to Swan River Logging #3  
 January 1902 sold to Eastern Railway of Minnesota  
 April 1918 sold to Birmingham Rail & Locomotive #1206  
 August 20, 1919 sold to Big Sandy Lumber; Hull, Alabama  
 January 1921 for sale  
 AAT

2206 December 1892 0-6-0 19x26-49"  
 Montana Central #25  
 1899 sold to Great Northern A-7 #64 (2<sup>nd</sup>)  
 May 1937 scrapped  
 AAT

2207 December 1892 0-6-0 19x26-49"  
 Montana Central #26  
 1899 sold to Great Northern Railway A-7 #65 (2<sup>nd</sup>)  
 September 1937 sold to Great Lakes Coal & Dock Company  
 AAT

2208 December 1892 0-6-0 19x26-49"  
 Great Northern Railway A-7 #250 (1<sup>st</sup>)  
 1899 to Great Northern Railway A-7 #60 (2<sup>nd</sup>)  
 February 1930 sold to Somers Lumber Company #S-4  
 sold to Great Northern Railway A-7 #60 (2<sup>nd</sup>)  
 April 1939 sold to United States Government  
 AAT

2209 December 1892 0-6-0 19x26-49"  
 Great Northern Railway A-7 #251 (1<sup>st</sup>)  
 1899 to Great Northern Railway A-7 #61 (2<sup>nd</sup>)  
 March 1931 sold to Landers Morrison Christianson Company  
 AAT

2210 December 1892 0-6-0 19x26-49"  
 Great Northern Railway A-7 #252 (1<sup>st</sup>)  
 August 1893 sold to Butte, Anaconda & Pacific #3  
 February 1912 sold to Tooele Valley #3  
 AAT

2211 December 1892 0-6-0 19x26-49"  
 Great Northern Railway A-7 #253  
 August 1893 sold to Butte, Anaconda & Pacific #4  
 July 1917 sold to General Equipment Company  
 AAT

2212 December 1892 0-6-0 19x26-49"  
 Great Northern Railway A-7 #254  
 September 1893 sold to Butte, Anaconda & Pacific #5  
 June 1937 scrapped  
 AAT

2213 December 1892 0-6-0 19x26-49"  
 Great Northern Railway A-7 #255 (1<sup>st</sup>)  
 July 1893 sold to Butte, Anaconda & Pacific #1  
 August 1917 sold to General Equipment Company  
 AAT

2214 December 1892 0-6-0 19x26-49"  
 Great Northern Railway A-7 #256 (1<sup>st</sup>)  
 July 1893 sold to Butte, Anaconda & Pacific #2  
 January 1918 sold to Central Iron & Steel #1; Harrisburg, Pennsylvania  
 AAT

2215 January 1893 0-6-0 19x26-49"  
 Great Northern Railway A-7 #257 (1<sup>st</sup>)  
 1899 to Great Northern Railway A-7 #62 (2<sup>nd</sup>)  
 September 1929 scrapped  
 AAT

2216 January 1893 0-6-0 18x24-50"  
 Chicago, Rock Island & Pacific MP-7b #86  
 to Chicago, Rock Island & Pacific J-18 #86  
 to Chicago, Rock Island & Pacific S-18 #86  
 March 1925 scrapped  
 AAT

2217 January 1893 0-6-0 18x24-50"  
 Chicago, Rock Island & Pacific MP-7b #87  
 to Chicago, Rock Island & Pacific J-18 #87  
 to Chicago, Rock Island & Pacific S-18 #87  
 February 1925 scrapped  
 AAT

2218 January 1893 0-6-0 18x24-50"  
 Chicago, Rock Island & Pacific #88  
 1902 to Chicago, Rock Island & Pacific #100  
 by 1902 sold to Rock Island & Peoria #4  
 June 1902 to Chicago, Rock Island & Pacific #100  
 September 1928 scrapped  
 AAT

2219 February 1892 4-6-0 17x24-63"  
 Lake Shore & Michigan Southern E-1 #56  
 1902 sold to Lake Erie & Western E-1 #238  
 1905 sold to New York Central F-47 #5202  
 November 1916 scrapped  
 AAT

2220 January 1893 4-6-0 17x24-63"  
 Lake Shore & Michigan Southern E-1 #75 "Charles Minot"  
 1905 sold to New York Central F-47 #5070  
 August 1916 scrapped  
 AAT

2221 January 1893 4-6-0 17x24-63"  
 Lake Shore & Michigan Southern E-1 #96 (2<sup>nd</sup>)  
 1905 sold to New York Central F-47 #5071  
 to New York Central F-47a #5071  
 December 1920 scrapped  
 AAT

2222 January 1893 4-6-0 18x24-56"  
 Cincinnati, Lebanon & Northern #2 (1<sup>st</sup>)  
 February 1893 retired from service  
 March 1893 sold to Buffalo, Rochester & Pittsburgh Q #127  
 February 1920 scrapped  
 AAT

2223 January 1893 4-6-0 17x24-63"  
 Lake Shore & Michigan Southern E-1 #97 (2<sup>nd</sup>)  
 1902 sold to Lake Erie & Western E-1 #97 (2<sup>nd</sup>)  
 1905 sold to New York Central F-47 #5200 (1<sup>st</sup>)  
 June 1920 scrapped  
 AAT

2224 February 1893 4-6-0 17x24-63"  
 Lake Shore & Michigan Southern E-1 #122  
 1905 sold to New York Central F-47 #5072  
 October 1916 scrapped  
 AAT

2225 January 1893 4-6-0 17x24-63"  
 Lake Shore & Michigan Southern E-1 #192  
 1902 sold to Lake Erie & Western E-1 #192  
 1905 sold to New York Central F-47 #5201 (1<sup>st</sup>)  
 August 1916 exploded  
 AAT

2267 00/1896 4-6-0  
 Great Northern #650  
 00/1899 to Great Northern E-7 #950 (1<sup>st</sup>)  
 October 1926 scrapped  
 KJB

2275 00/1893 4-6-0  
 Great Northern #651  
 00/1899 to great Northern E-7 #951 (1<sup>st</sup>)  
 December 1926 scrapped  
 KJB

2276 00/1893 4-6-0  
 Great Northern #652  
 00/1899 to Great Northern E-7 #952 (1<sup>st</sup>)  
 00/1926 retired from service  
 January 1927 scrapped  
 KJB

2277 00/1893 4-6-0  
 Great Northern #653  
 00/1899 to Great Northern E-7 #953 (1<sup>st</sup>)  
 June 1926 scrapped  
 KJB

2278 00/1893 4-6-0  
 Great Northern #654  
 00/1899 to Great Northern E-7 #954 (1<sup>st</sup>)  
 March 1926 scrapped  
 KJB

2279 00/1893 4-6-0  
 Great Northern #655  
 00/1899 to Great Northern E-7 #955 (1<sup>st</sup>)  
 May 1924 scrapped  
 KJB

2280 00/1893 4-6-0  
 Great Northern #656  
 00/1899 to Great Northern E-7 #956 (1<sup>st</sup>)  
 March 1926 scrapped  
 KJB

2281 April 1893 4-6-0 19x26-72"  
 Great Northern Railway E-7 #657  
 00/1899 to Great Northern E-7 #957 (1<sup>st</sup>)  
 00/1926 retired from service  
 January 1927 scrapped  
 AAT, KJB

2282 April 1893 4-6-0 19x26-72"  
 Great Northern Railway E-7 #658  
 00/1899 to Great Northern E-7 #958 (1<sup>st</sup>)  
 June 1926 scrapped  
 AAT, KJB

2283 April 1893 4-6-0 19x26-72"  
 Great Northern Railway E-7 #659  
 00/1899 to Great Northern E-7 #959 (1<sup>st</sup>)  
 September 1912 rebuilt E-11  
 Great Northern E-11 #959 (1<sup>st</sup>)  
 September 1912 rebuilt E-7  
 Great Northern E-7 #959 (1<sup>st</sup>)  
 May 1926 scrapped  
 AAT, KJB

2284 April 1893 4-6-0 19x26-72"  
 Great Northern Railway E-7 #660  
 00/1899 to Great Northern E-7 #960 (1<sup>st</sup>)  
 June 1926 scrapped  
 AAT, KJB

2285 May 1893 2-6-2T 17x24-50"  
 Cincinnati, Lebanon & Northern #9 (1<sup>st</sup>)  
 March 1903 sold to Ursina & North Fork #87  
 1920 burned in fire  
 scrapped  
 AAT

2286 May 1893 4-6-0 19x26-72"  
 Great Northern Railway E-7 #661  
 00/1899 to Great Northern E-7 #961 (1<sup>st</sup>)  
 March 1926 scrapped  
 AAT, KJB

2287 May 1893 4-6-0 19x26-72"  
 Great Northern Railway E-7 #662  
 00/1899 to Great Northern E-7 #962 (1<sup>st</sup>)  
 00/1926 retired from service  
 January 1927 scrapped  
 AAT, KJB

2288 May 1893 4-6-0 19x26-72"  
 Great Northern Railway E-7 #663  
 00/1899 to Great Northern E-7 #963 (1<sup>st</sup>)  
 September 1926 scrapped  
 AAT, KJB

2289 May 1893 4-6-0 19x26-72"  
 Great Northern Railway #664  
 1899 to Great Northern E-7 #964 (1<sup>st</sup>)  
 September 1926 scrapped  
 AAT, KJB

2290 May 1893 4-6-0 19x26-72"  
 Great Northern Railway E-7 #665  
 00/1899 to Great Northern E-7 #965 (1<sup>st</sup>)  
 00/1926 retired from service  
 AAT, KJB

2291 May 1893 4-6-0 19x26-72"  
 Great Northern Railway E-7 #666  
 00/1899 to Great Northern E-7 #966 (1<sup>st</sup>)  
 September 1925 scrapped  
 AAT, KJB

2292 May 1893 4-6-0 19x26-72"  
 Great Northern Railway E-7 #667  
 00/1899 to Great Northern E-7 #967 (1<sup>st</sup>)  
 May 1926 scrapped  
 AAT, KJB

2293 May 1893 4-6-0 19x26-72"  
 Great Northern Railway E-7 #668  
 00/1899 to Great Northern E-7 #968 (1<sup>st</sup>)  
 May 1926 scrapped  
 AAT, KJB

2294 May 1893 4-6-0 19x26-72"  
 Great Northern Railway E-7 #669  
 00/1899 to Great Northern E-7 #969 (1<sup>st</sup>)  
 June 1926 scrapped  
 AAT, KJB

2295 May 1893 2-8-0 18x26-48"  
 Buffalo, Rochester & Pittsburgh (Clearfield & Mahoning) P #125  
 to Buffalo, Rochester & Pittsburgh (Clearfield & Mahoning) Pr #125  
 October 1923 sold to Southern Iron & Equipment #1878  
 September 1924 sold to J. M. Wells Lumber  
 AAT

2296 May 1893 2-8-0 18x26-48"  
 Buffalo, Rochester & Pittsburgh (Clearfield & Mahoning) P #126  
 to Buffalo, Rochester & Pittsburgh (Clearfield & Mahoning) Pr #126  
 April 1928 sold to Southern Iron & Equipment Company #2225  
 April 1928 sold to Prattsburgh Railway #2  
 AAT

2297 May 1893 4-6-0 18x24-56"  
 Cleveland, Lorain & Wheeling #52  
 1902 sold to Baltimore & Ohio B-34 #139 (3<sup>rd</sup>)  
 1917 retired from service  
 AAT

2298 May 1893 4-6-0 18x24-56"  
 Cleveland, Lorain & Wheeling #53  
 1902 sold to Baltimore & Ohio B-34 #140 (4<sup>th</sup>)  
 1915 retired from service  
 AAT

2299 May 1893 4-6-0 18x24-56"  
 Cleveland, Lorain & Wheeling #54  
 1902 sold to Baltimore & Ohio B-34 #141 (2<sup>nd</sup>)  
 1915 retired from service  
 AAT

2300 May 1893 4-6-0 18x24-56"  
 Cleveland, Lorain & Wheeling #55  
 1902 sold to Baltimore & Ohio B-34 #142 (4<sup>th</sup>)  
 1912 retired from service  
 AAT

2301 May 1893 4-6-0 18x24-56"  
 Cleveland, Lorain & Wheeling #56  
 1902 sold to Baltimore & Ohio B-34 #143 (4<sup>th</sup>)  
 1916 retired from service  
 AAT

2302 May 1893 4-6-0 18x24-56"  
 Cleveland, Lorain & Wheeling #57  
 1902 sold to Baltimore & Ohio B-34 #144 (4<sup>th</sup>)  
 1911 retired from service  
 AAT

2303 May 1893 4-6-0 18x24-56"  
 Cleveland, Lorain & Wheeling #58  
 1902 sold to Baltimore & Ohio B-34 #145 (2<sup>nd</sup>)  
 1909 retired from service  
 AAT

2304 May 1893 4-6-0 18x24-56"  
 Cleveland, Lorain & Wheeling #59  
 1902 sold to Baltimore & Ohio B-34 #146 (4<sup>th</sup>)  
 1912 retired from service  
 AAT

2305 May 1893 4-6-0 18x24-56"  
 Cleveland, Lorain & Wheeling #60  
 1902 sold to Baltimore & Ohio B-34 #147 (4<sup>th</sup>)  
 1911 retired from service  
 AAT

2306 June 1893 4-4-0 16x24-62"  
 Cleveland, Canton & Southern #48  
 August 1899 sold to Wheeling & Lake Erie D-2 #48 (2<sup>nd</sup>)  
 1905 to Wheeling & Lake Erie D-2 #315  
 1919 to Wheeling & Lake Erie D-2 #1251  
 December 1925 scrapped  
 AAT

2307 June 1893 4-4-0 16x24-62"  
 Cleveland, Canton & Southern #49  
 August 1896 wrecked  
 1899 scrapped  
 AAT

2308 June 1893 0-4-0 17x24-48"  
 Cleveland, Canton & Southern #10 (2<sup>nd</sup>)  
 October 1899 sold to Wheeling & Lake Erie A-2 #2 (4<sup>th</sup>)  
 January 1917 sold to I. Gerson & Sons  
 AAT

2309 June 1893 0-4-0 17x24-50"  
 Standard Oil Company #3; Whiting, Indiana  
 AAT

2310 June 1893 0-6-0 17x24-48"  
 Cleveland, Canton & Southern #8 (2<sup>nd</sup>)  
 September 1899 sold to Wheeling & Lake Erie B-1 #13 (2<sup>nd</sup>)  
 1905 to Wheeling & Lake Erie B-1 #34 (3<sup>rd</sup>)  
 1919 to Wheeling & Lake Erie B-1 #1805  
 July 1923 scrapped  
 AAT

2311 June 1893 0-6-0 17x24-48"  
 Cleveland, Canton & Southern #9 (2<sup>nd</sup>)  
 September 1899 sold to Wheeling & Lake Erie B-1 #9 (2<sup>nd</sup>)  
 1905 to Wheeling & Lake Erie B-1 #35 (3<sup>rd</sup>)  
 1920 to Wheeling & Lake Erie B-1 #1806  
 July 1923 scrapped  
 AAT

2312 June 1893 4-6-0 18x24-56"  
 Cleveland, Canton & Southern #29  
 August 1899 sold to Wheeling & Lake Erie G-2 #129  
 1906 to Wheeling & Lake Erie G-2 #591  
 1919 to Wheeling & Lake Erie G-2 #1811  
 June 1923 scrapped  
 AAT'

2313 Jun e1893 4-6-0 19x24-56"  
Cleveland, Canton & Southern #27  
August 1899 sold to Wheeling & Lake Erie G-3 #152  
1906 to Wheeling & Lake Erie G-3 #618  
1918 to Wheeling & Lake Erie G-3 #1812 (number assigned, but not applied)  
July 1923 scrapped  
AAT

2325 1893 2-6-0  
Lake Erie & Western #116  
1905 to New York Central (Lake Erie & Western) E-42 #5351 (1<sup>st</sup>)  
August 1920 scrapped  
BAX

2326 1893 2-6-0  
Lake Erie & Western #117  
1905 to New York Central (Lake Erie & Western) E-42 #5352 (1<sup>st</sup>)  
June 1922 retired from service  
BAX

2327 1893 2-6-0  
Lake Erie & Western #118  
1905 to New York Central (Lake Erie & Western) E-42 #5353 (1<sup>st</sup>)  
June 1922 retired from service  
BAX

2328 1893 2-6-0  
Lake Erie & Western #119  
1905 to New York Central (Lake Erie & Western) E-42 #5354 (1<sup>st</sup>)  
April 1916 retired from service  
BAX

2329 1893 2-6-0  
Lake Erie & Western #120  
1905 to New York Central (Lake Erie & Western) E-42 #5355 (1<sup>st</sup>)  
1922 sold to New York, Chicago & Saint Louis #314  
BAX

2330 1893 2-6-0  
Lake Erie & Western #121  
1905 to New York Central (Lake Erie & Western) E-42 #5356 (1<sup>st</sup>)  
June 1922 retired from service  
BAX

2331 1893 2-6-0  
Lake Erie & Western #122  
1905 to New York Central (Lake Erie & Western) E-42 #5357 (1<sup>st</sup>)  
April 1916 retired from service  
BAX

2332 1893 2-6-0  
Lake Erie & Western #123  
1905 to New York Central (Lake Erie & Western) E-42 #5358 (1<sup>st</sup>)  
June 1922 retired from service  
BAX

2333 1893 2-6-0  
Lake Erie & Western #124  
1905 to New York Central (Lake Erie & Western) E-42 #5359 (1<sup>st</sup>)  
March 1914 scrapped  
BAX

2334 1893 0-6-0  
Lake Shore & Michigan Southern #15  
1905 to New York Central (Lake Shore & Michigan Southern) B-50f #4330 (1<sup>st</sup>)  
April 1910 rebuilt  
New York Central (Lake Shore & Michigan Southern) B-50m #4330 (1<sup>st</sup>)  
August 1922 scrapped  
BAX

2335 1893 0-6-0  
Lake Shore & Michigan Southern #49  
1905 to New York Central (Lake Shore & Michigan Southern) B-50f #4331 (1<sup>st</sup>)  
October 1915 scrapped  
Bax

2336 00/1893 0-6-0  
Ind. Harb. #8771  
00/1906 to New York Central (I&I) B-50f #4646 (1<sup>st</sup>)  
December 1909 scrapped  
BAX

2337 1893 0-6-0  
Lake Shore & Michigan Southern #92  
1905 to New York Central (Lake Shore & Michigan Southern) B-50f  
#4332 (1<sup>st</sup>)  
October 1915 scrapped  
BAX

2338 1893 0-6-0  
Lake Shore & Michigan Southern #93  
1905 to New York Central (Lake Shore & Michigan Southern) B-50f  
#4333 (1<sup>st</sup>)  
August 1913 scrapped  
BAX

2357 1893 4-6-0  
#375  
1911 to New York Central F-95Aa #9685 (2<sup>nd</sup>)  
December 1915 scrapped  
BAX

2358 1893 4-6-0  
#376  
1911 to New York Central (Toledo & Ohio Central) F-95Aa #9686 (2<sup>nd</sup>)  
1916 to New York Central (New York Central) F-95Aa #9586 (1<sup>st</sup>)  
August 1920 scrapped  
BAX

2359 1893 4-6-0  
#377  
1911 to New York Central (Toledo & Ohio Central) F-95Aa #9587 (1<sup>st</sup>)  
1915 retired from service  
sold to Batesv. & Swn. #6  
BAX

2360 1893 4-6-0  
#378  
1911 to New York Central (Toledo & Ohio Central) #9688 (1<sup>st</sup>)  
September 1915 scrapped  
BAX

2361 1893 4-6-0  
#379  
1911 to New York Central (Toledo & Ohio Central) F-95Aa #9689 (1<sup>st</sup>)  
November 1915 scrapped  
BAX

2362 1893 2-6-0  
Great Northern Railway D-4 #352 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #401 (1<sup>st</sup>)  
June 1926 sold as scrap to Duluth Iron & Metals  
KJB

2363 1893 2-6-0  
Great Northern Railway D-4 #353 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #402 (1<sup>st</sup>)  
December 1926 sold as scrap to Pacific Coast Steel  
KJB

2364 1893 2-6-0  
Great Northern Railway D-4 #354 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #403 (1<sup>st</sup>)  
June 1926 sold as scrap to Northwest Steel Rolling Mill Company  
KJB

2365 1893 2-6-0  
Great Northern Railway D-4 #355 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #404 (1<sup>st</sup>)  
June 1926 sold as scrap to Northwest Steel Rolling Mill Company  
KJB

2366 1893 2-6-0  
Great Northern Railway D-4 #356 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #405 (1<sup>st</sup>)  
June 1926 sold as scrap to Duluth Iron & Metals  
KJB

2367 1893 2-6-0  
Great Northern Railway D-4 #357 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #406 (1<sup>st</sup>)  
June 1926 sold  
KJB

2368 1893 2-6-0  
Great Northern Railway D-4 #358 (1<sup>st</sup>)  
1899 to Great Northern Railway D-4 #407 (1<sup>st</sup>)  
1927 sold as scrap to Duluth Iron & Metals  
KJB

2369 1893 2-6-0  
 Great Northern Railway D-4 #359 (1<sup>st</sup>)  
 1899 to Great Northern Railway D-4 #408 (1<sup>st</sup>)  
 June 1926 sold as scrap to Duluth Iron & Metals  
 KJB

2370 1893 2-6-0  
 Great Northern Railway D-4 #360 (1<sup>st</sup>)  
 1899 to Great Northern Railway D-4 #409 (1<sup>st</sup>)  
 June 1926 sold as scrap to Northwest Steel Rolling Mill Company  
 KJB

2371 1893 2-6-0  
 Great Northern Railway D-4 #361 (1<sup>st</sup>)  
 September 1893 sold to Montana Central #30  
 1899 to Great Northern Railway D-4 #420 (1<sup>st</sup>)  
 November 1925 sold to Spokane, Portland & Seattle #201  
 KJB

2372 1893 0-6-0  
 Illinois Central Railroad #133 (3<sup>rd</sup>)  
 May 1925 scrapped  
 ICR

2373 1893 0-6-0  
 Illinois Central Railroad #134 (2<sup>nd</sup>)  
 September 1922 scrapped  
 ICR

2374 1893 0-6-0  
 Illinois Central Railroad #135 (4<sup>th</sup>)  
 July 1929 scrapped  
 ICR

2375 1893 0-6-0  
 Illinois Central Railroad #136 (2<sup>nd</sup>)  
 September 1926 scrapped  
 ICR

2376 1893 0-6-0  
 Illinois Central Railroad #137 (2<sup>nd</sup>)  
 June 1927 sold to Interstate Gravel Company  
 ICR

2377 1893 0-6-0  
 Illinois Central Railroad #138 (3<sup>rd</sup>)  
 September 1922 scrapped  
 ICR

2378 1893 0-6-0  
 Illinois Central Railroad #139 (2<sup>nd</sup>)  
 November 1924 scrapped  
 ICR

2379 1893 0-6-0  
 Illinois Central Railroad #140 (2<sup>nd</sup>)  
 May 1920 sold to Keith Railway Equipment Company  
 ICR

2380 1893 0-6-0  
 Illinois Central Railroad #141 (2<sup>nd</sup>)  
 June 1925 scrapped  
 ICR

2381 1893 0-6-0  
 Illinois Central Railroad #142 (2<sup>nd</sup>)  
 July 1929 scrapped  
 ICR

2382 1893 0-6-0  
 Illinois Central Railroad #143 (3<sup>rd</sup>)  
 September 1926 scrapped  
 ICR

2383 1893 0-6-0  
 Illinois Central Railroad #144 (2<sup>nd</sup>)  
 November 1928 sold to Briggs & Turivas Company  
 ICR

2384 1893 0-6-0  
 Illinois Central Railroad #145 (2<sup>nd</sup>)  
 May 1935 scrapped  
 ICR

2385 1893 0-6-0  
 Illinois Central Railroad #146 (3<sup>rd</sup>)  
 1921-1923 sold to Chicago Gravel Company #146  
 ICR

2386 1893 0-6-0  
 Illinois Central Railroad #147 (2<sup>nd</sup>)  
 1926 scrapped  
 ICR

2387 1893 4-6-0  
 P&E #500  
 1905 to New York Central (P&E) F-66 #6161 (1<sup>st</sup>)  
 July 1914 sold  
 BAX

2388 1893 4-6-0  
 P&E #501  
 1905 to New York Central (P&E) F-66 #6162 (1<sup>st</sup>)  
 February 1916 scrapped  
 BAX

2389 1893 4-6-0  
 P&E #502  
 1905 to New York Central (P&E) F-66 #6163 (1<sup>st</sup>)  
 July 1919 sold to Glenn Equipment Company  
 BAX

2390 1893 4-6-0  
 P&E #503  
 1905 to New York Central (P&E) F-66 #6164 (1<sup>st</sup>)  
 October 1920 to New York Central F-66 #6318 (2<sup>nd</sup>)  
 May 1922 scrapped  
 BAX

2391 1893 4-6-0  
 P&E #504  
 1905 to New York Central (P&E) F-66 #6165 (1<sup>st</sup>)  
 August 1919 sold to Birmingham Rail & Locomotive  
 February 1920 to Alabama, Tennessee & Northern #303  
 BAX

2392 1893 4-6-0  
 P&E #505  
 1905 to New York Central (P&E) F-66 #6166 (1<sup>st</sup>)  
 February 1916 scrapped  
 BAX

3293 1893 4-6-0  
 P&E #506  
 1905 to New York Central (P&E) F-66 #6167 (1<sup>st</sup>)  
 February 1916 scrapped  
 BAX

2394 1893 4-6-0  
 P&E #507  
 1905 to New York Central (P&E) F-66 #6168 (1<sup>st</sup>)  
 March 1916 scrapped  
 BAX

2395 1893 4-6-0  
 P&E #508  
 1905 to New York Central (P&E) F-66 #6169 (1<sup>st</sup>)  
 August 1919 sold to Birmingham Rail & Locomotive  
 August 1920 to Hart Coal Company  
 BAX

2396 1893 4-6-0  
 P&E #509  
 1905 to New York Central (P&E) F-66 #6170 (1<sup>st</sup>)  
 March 1915 scrapped  
 BAX

2405 1893 4-6-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #176  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 F-65 #6159 (1<sup>st</sup>)  
 April 1907 to New York Central (P&E) #6159 (1<sup>st</sup>)  
 September 1911 rebuilt  
 1920 to New York Central (New York Central) F-65 #6316 (2<sup>nd</sup>)  
 February 1923 scrapped  
 BAX

2406 1893 4-6-0  
 Cleveland, Cincinnati, Chicago & Saint Louis #177  
 1905 to New York Central (Cleveland, Cincinnati, Chicago & Saint Louis)  
 F-65 #6160 (1<sup>st</sup>)  
 April 1907 to New York Central (P&E) #6160 (1<sup>st</sup>)  
 June 1913 rebuilt  
 1920 to New York Central (New York Central) F-65 #6317 (2<sup>nd</sup>)  
 March 1923 scrapped  
 BAX

2407 1893 2-6-0  
 Great Northern Railway D-4 #362 (1<sup>st</sup>)  
 1899 to Great Northern Railway D-4 #411 (1<sup>st</sup>)  
 June 1926 sold as scrap to Duluth Iron & Metals  
 KJB

2408 1893 2-6-0  
 Great Northern Railway D-4 #363 (1<sup>st</sup>)  
 November 1893 sold to Butte, Anaconda & Pacific #30  
 KJB

2409 1893 2-6-0  
 Great Northern Railway D-4 #364 (1<sup>st</sup>)  
 November 1893 sold to Butte, Anaconda & Pacific #31  
 KJB

2410 1893 2-6-0  
 Great Northern Railway D-4 #365 (1<sup>st</sup>)  
 November 1893 sold to Butte, Anaconda & Pacific #32  
 KJB

2421 1894 4-4-0  
 North Pacific Coast #16  
 to North Shore #16  
 to Northwestern Pacific #16  
 to Northwestern Pacific #91  
 1935 scrapped

2422 April 1894 0-6-0 18x24-52"  
 Lake Shore & Michigan Southern Tg #113  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-50g  
 #4334 (1<sup>st</sup>)  
 December 1912 scrapped  
 AAT, BAX

2323 April 1894 0-6-0 18x24-52"  
 Lake Shore & Michigan Southern Tg #190  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-50g  
 #4335 (1<sup>st</sup>)  
 August 1915 sold to Robert Grace Contracting; Givens, Ohio  
 AAT, BAX

2424 April 1894 0-6-0 18x24-52"  
 Lake Shore & Michigan Southern Tg #298  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-50g  
 #4336 (1<sup>st</sup>)  
 rebuilt  
 0-6-0T  
 September 1922 scrapped  
 AAT, BAX

2425 April 1894 4-6-0 18x24-62"  
 Ulster & Delaware #5 (2<sup>nd</sup>)  
 1898 to Ulster & Delaware #18  
 February 1932 sold to New York Central Fx #18  
 1932 retired from service  
 July 1932 scrapped  
 AAT

2426 April 1894 2-6-0 14x22-44  
 Cranberry Lumber Company #4 "Sally Hicks"  
 1895 sold to Simpson Gould Company #4  
 sold to Split Rock Lumber Company #4  
 1901 sold to Swallow & Hopkins Lumber #4 (Portage Railroad)  
 AAT

2427 May 1894 4-4-0 17x24-62"  
 Florida Southern #25  
 sold to Plant System #701  
 July 1902 sold to Atlantic Coast Line D-6 #537  
 January 1926 scrapped  
 AAT

2428 May 1894 4-4-0 17x24-63"  
 Florida Southern #26  
 sold to Plant System #702  
 July 1902 sold to Atlantic Coast Line D-6 #538  
 September 1924 scrapped  
 AAT

2429 May 1894 4-4-0 17x24-63"  
 Florida Southern #27  
 sold to Plant System #703  
 July 1902 sold to Atlantic Coast Line D-6 #539  
 November 1925 scrapped  
 AAT

2430 May 1894 2-6-0 14x22-44"  
 Duluth, Mississippi River & Northern #6  
 May 1899 sold to Eastern Railway of Minnesota #6  
 1902 sold to Swan River Logging #6  
 sold to Birmingham Rail & Locomotive  
 July 15, 1918 sold to Black River Lumber Company; Jeffrie, Louisiana  
 AAT

2431 June 1894 2-6-0 14x22-44" Order No. B527  
 Arcadia & Betsey River Railroad #1 "Henry Starke"  
 1901 sold to Atlantic & Birmingham #1  
 May 1906 sold to Atlanta, Birmingham & Atlantic #1  
 by 1912 off roster  
 AAT, RA29

2432 July 1894 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-4 #55  
 1905 sold to New York Central F-49e #5180  
 August 1910 sold to Atlantic Equipment Company  
 AAT

2433 July 1894 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-4e #119  
 1905 sold to New York Central F-49e #5181  
 November 1909 sold to Hicks Locomotive Works  
 AAT

2434 July 1894 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-4e #251 "W. H. Green"  
 1905 sold to New York Central F-49e #5183  
 December 1915 scrapped  
 AAT

2435 July 1894 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-4e #303  
 1901 to Lake Shore & Michigan Southern E-4e #249  
 1905 sold to New York Central F-49e #5182  
 May 1910 scrapped  
 AAT

2436 July 1894 4-4-0 18x24-62"  
 Rock Island & Peoria #20  
 June 1902 sold to Chicago, Rock Island & Pacific #954  
 1902 to Chicago, Rock Island & Pacific #654  
 April 1929 scrapped  
 AAT

2437 July 1894 4-4-0 18x24-62"  
 Rock Island & Peoria #21  
 June 1902 sold to Chicago, Rock Island & Pacific #955  
 1902 to Chicago, Rock Island & Pacific #655  
 March 1929 scrapped  
 AAT

2438 July 1894 4-6-0 18x24-56"  
 Toledo & Ohio Central #73  
 1901 to Toledo & Ohio Central #380  
 1911 to New York Central (Toledo & Ohio Central) F-95Aa #9690 (1<sup>st</sup>)  
 1916 to New York Central (New York Central) F-95Aa #9590 (1<sup>st</sup>)  
 November 1919 sold to General Equipment Company  
 AAT, BAX

2439 July 1894 4-6-0 18x24-56"  
 Toledo & Ohio Central #74  
 1901 to Toledo & Ohio Central #381  
 1911 to New York Central (Toledo & Ohio Central) F-95Aa #9691 (1<sup>st</sup>)  
 November 1915 scrapped  
 AAT, BAX

2440 July 1894 4-6-0 18x24-56"  
 Toledo & Ohio Central #75  
 1901 to Toledo & Ohio Central #382  
 1911 to New York Central (Toledo & Ohio Central) F-95Aa #9692 (1<sup>st</sup>)  
 to New York Central F-95Aa #9592 (1<sup>st</sup>)  
 October 1917 scrapped  
 AAT, BAX

2441 July 1894 4-6-0 18x24-56"  
 Toledo & Ohio Central #76  
 1901 to Toledo & Ohio Central #383  
 1911 to New York Central (Toledo & Ohio Central) F-95Aa #9693 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

2442 July 1894 4-6-0 18x24-56"  
 Toledo & Ohio Central #77  
 1901 to Toledo & Ohio Central #384  
 1911 to New York Central (Toledo & Ohio Central) F-95Aa #9694 (1<sup>st</sup>)  
 to New York Centarl F-95Aa #9594 (1<sup>st</sup>)  
 April 1917 scrapped  
 AAT, BAX

2443 August 1894 2-6-0 19x24-55"  
 Butte, Anaconda & Pacific #33 (1<sup>st</sup>)  
 1898 to Butte, Anaconda & Pacific #12 (1<sup>st</sup>)  
 by 1905 sold  
 AAT

2444 August 1894 0-6-0 19x26-49"  
 Butte, Anaconda & Pacific #6  
 January 1917 sold to Minneapolis Iron & Steel  
 AAT

2445 August 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #225  
 AAT

2446 August 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #226  
 AAT

2447 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #227  
 AAT

2448 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #228  
 AAT

2449 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #229  
 AAT

2450 August 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #230 "24 de Maio" (lettered "EFCB")  
 AAT

2451 September 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #231  
 AAT

2452 September 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #232  
 AAT

2453 September 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #233  
 AAT

2454 September 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #234  
 AAT

2455 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #200 "13 de Marco" (lettered E. F. C. B.)  
 AAT

2456 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #201  
 AAT

2457 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #202  
 AAT

2458 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #203  
 AAT

2459 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #204  
 AAT

2460 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #205  
 AAT

2461 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #206  
 AAT

2462 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #207  
 AAT

2463 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #208  
 AAT

2464 September 1894 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #209  
 AAT

2465 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #47 "23 de Novembro"  
AAT

2466 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #48  
AAT

2467 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #49  
AAT

2468 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #50  
AAT

2469 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #23  
AAT

2470 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #24  
AAT

2471 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #25  
AAT

2472 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #26  
AAT

2473 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #27  
AAT

2474 October 1894 4-8-0 Meter gauge 16x20-36"  
Central Railway of Brazil #28  
AAT

2475 October 1894 2-6-0 3' gauge 17x22-44"  
Quincy & Torch Lake #3  
October 1929 sold to Quincy Mining Company #3  
October 1979 leased to Genesee County Parks & Recreation #3 (Flint,  
Michigan)  
to Historical Crossroads Village #3 (stored, dismantled)  
AAT

2476 October 1894 4-6-0 19x24-56"  
Santa Fe, Prescott & Phoenix #7  
February 1911 sold to Atchison, Topeka & Santa Fe 2421 class #2427  
May 1931 scrapped  
AAT

2477 October 1894 4-6-0 19x24-56"  
Santa Fe, Prescott & Phoenix #8  
February 1911 sold to Atchison, Topeka & Santa Fe 2421 class #2428  
December 1927 scrapped  
AAT

2478 November 1894 4-4-0 18x24-69"  
Illinois Central Railroad #940  
1906 to Illinois Central Railroad #1940 (1<sup>st</sup>)  
1922 to Illinois Central Railroad 69 class #4940  
May 1928 scrapped  
AAT

2479 November 1894 4-4-0 18x24-69"  
Illinois Central Railroad #941  
1906 to Illinois Central Railroad #1941 (1<sup>st</sup>)  
1922 to Illinois Central Railroad 69 class #4941  
March 1928 scrapped  
AAT

2480 November 1894 4-4-0 18x24-69"  
Illinois Central Railroad #942  
1906 to Illinois Central Railroad #1942 (1<sup>st</sup>)  
1922 to Illinois Central Railroad 69 class #4942  
June 1935 scrapped  
AAT

2481 November 1894 4-4-0 18x24-69"  
Illinois Central Railroad #943  
1906 to Illinois Central Railroad #1943 (1<sup>st</sup>)  
December 1906 sold to Indianapolis Southern #91  
June 1908 to Illinois Central Railroad 69 class #1943  
1922 to Illinois Central Railroad 69 class #4943  
March 1928 scrapped  
AAT

2482 November 1894 4-4-0 18x24-69"  
 Illinois Central Railroad #944  
 1906 to Illinois Central Railroad #1944 (1<sup>st</sup>)  
 December 1906 sold to Indianapolis Southern #92  
 June 1908 to Illinois Central Railroad 69 class #1944  
 1922 to Illinois Central Railroad 69 class #4944  
 October 1929 scrapped  
 AAT

2483 November 1894 4-4-0 18x24-69"  
 Illinois Central Railroad #945  
 1906 to Illinois Central Railroad #1945 (1<sup>st</sup>)  
 December 1906 sold to Indianapolis Southern #93  
 June 1908 to Illinois Central Railroad 69 class #1945 (1<sup>st</sup>)  
 1922 to Illinois Central Railroad 69 class #4945  
 June 1935 scrapped  
 AAT

2484 November 1894 4-4-0 18x24-69"  
 Illinois Central Railroad #946  
 1906 to Illinois Central Railroad #1946 (1<sup>st</sup>)  
 December 1906 sold to Indianapolis Southern #94  
 June 1908 to Illinois Central Railroad 69 class #1946 (1<sup>st</sup>)  
 March 1928 scrapped  
 AAT

2485 November 1894 4-4-0 18x24-69"  
 Illinois Central Railroad #947  
 1906 to Illinois Central Railroad #1947 (1<sup>st</sup>)  
 December 1906 sold to Indianapolis Southern #95  
 June 1908 to Illinois Central Railroad 69 class #1947 (1<sup>st</sup>)  
 1922 to Illinois Central Railroad 69 class #4947  
 May 1935 scrapped  
 AAT

2486 November 1894 4-8-0 Meter gauge 16x20-36"  
 Central Railway of Brazil #29  
 AAT

2487 November 1894 4-8-0 Meter gauge 16x20-36"  
 Central Railway of Brazil #30  
 AAT

2488 November 1894 4-8-0 Meter gauge 16x20-36"  
 Central Railway of Brazil #31  
 AAT

2489 November 1894 4-8-0 Meter gauge 16x20-36"  
 Central Railway of Brazil #32  
 AAT

2490 November 1894 4-8-0 Meter gauge 16x20-36"  
 Central Railway of Brazil #33  
 AAT

2491 December 1894 4-4-0 17x24-63"  
 Florida Southern #28  
 sold to Plant System #704  
 July 1902 sold to Atlantic Coast Line D-6 #540  
 December 1922 scrapped  
 AAT

2492 December 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #235  
 AAT

2493 December 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #236  
 AAT

2494 December 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #237  
 AAT

2495 December 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #238  
 AAT

2496 December 1894 4-8-0 5'3" gauge 21x26-54"  
 Central Railway of Brazil #239  
 AAT

2497 January 1895 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #210 "Almirante Bennam"  
 AAT

2498 January 1895 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #211  
 AAT

2499 January 1895 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #212  
 AAT

2500 January 1895 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #213  
 AAT

2501 January 1895 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #214  
 AAT

2502 January 1895 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #215  
 AAT

2503 January 1895 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #216  
 AAT

2504 January 1895 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #217  
 AAT

2505 January 1895 0-6-0 18x24-51"  
 Peoria & Pekin Union #18 (1<sup>st</sup>)  
 to Peoria & Pekin Union A-1 #4 (2<sup>nd</sup>)  
 by 1927 off roster  
 AAT

2506 January 1895 0-6-0 18x24-51"  
 Peoria & Pekin Union #19 (1<sup>st</sup>)  
 to Peoria & Pekin Union A-1 #5 (2<sup>nd</sup>)  
 by 1927 off roster  
 AAT

2507 January 1895 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #218  
 AAT

2508 January 1895 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #219  
 AAT

2509 January 1895 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #220  
 AAT

2510 January 1895 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #221  
 AAT

2511 January 1895 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #222  
 AAT

2512 January 1895 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #223  
 AAT

2513 January 1895 2-6-6T 5'3" gauge 18x24-62"  
 Central Railway of Brazil #224  
 AAT

2514 February 1895 4-4-0 Meter gauge 14x18-46"  
 Central Railway of Brazil #34 "4 de Julho" (lettered E. F. C. B.)  
 AAT

2515 February 1895 4-4-0 Meter gauge 14x18-46"  
 Central Railway of Brazil #35  
 AAT

2516 February 1895 4-4-0 Meter gauge 14x18-46"  
 Central Railway of Brazil #36  
 AAT

2517 February 1895 4-4-0 Meter gauge 14x18-46"  
 Central Railway of Brazil #37  
 AAT

2518 February 1895 4-4-0 Meter gauge 14x18-46"  
 Central Railway of Brazil #38  
 AAT

2519 March 1895 0-6-0 18x24-51"  
 The Johnson Company #6  
 July 1895 sold to Lorain Steel Company #6  
 sold to Lake Terminal #6  
 July 1925 scrapped  
 AAT

2520 March 1895 0-6-0 18x24-51"  
 Muncie Belt Railway #1  
 June 1925 scrapped  
 AAT

2521 March 1895 4-6-0 19x24-56"  
 Santa Fe, Prescott & Phoenix #9  
 February 1911 sold to Atchison, Topeka & Santa Fe 2421 class #2429  
 February 1922 scrapped  
 AAT

2522 March 1895 4-6-0 19x24-56"  
 Santa Fe, Prescott & Phoenix #10 (1<sup>st</sup>)  
 by 1898 off roster  
 AAT

2523 February 1895 4-6-0 19x24-57"  
 Buffalo, Rochester & Pittsburgh #136  
 1898 to Buffalo, Rochester & Pittsburgh R #176  
 1911 rebuilt with new boiler  
 April 1919 sold to Southern Iron & Equipment #1423  
 October 2, 1919 sold to Kirby Lumber Company #176  
 to Kirby Lumber Company #77  
 AAT

2524 February 1895 4-6-0 19x24-57"  
 Buffalo, Rochester & Pittsburgh #137  
 to Buffalo, Rochester & Pittsburgh R #177  
 1916 scrapped  
 AAT

2525 April 1895 2-6-0 16x24-50"  
 Frederic & Charlevois #1 "Alba"  
 1901 sold to Detroit & Charlevoix #1 "Alba"  
 1916 sold to New York Central E-80 #8350 (2<sup>nd</sup>)  
 September 1917 sold  
 possibly rebuilt 0-6-0  
 AAT

2526 April 1895 0-4-0T 16x24-48"  
 Buffalo Furnace Company #1 (owned by Corrigan McKinney Company)  
 AAT

2527 April 1895 0-4-0T 16x24-48"  
 Carnegie Steel Company Limited #8  
 1897 sold to Union Railroad #8 (1<sup>st</sup>)  
 by 1903 off roster  
 AAT

2528 May 1895 4-4-0 17x24-62"  
 Ohio River Railroad #24  
 to Ohio River Railroad #25 (2<sup>nd</sup>)  
 July 1901 sold to Baltimore & Ohio G-11 #659 (2<sup>nd</sup>)  
 1916 retired from service  
 AAT

2529 June 1895 0-6-0 19x26-50"  
 Butte, Anaconda & Pacific #7  
 May 1916 sold to Black Eagle Smelters; Great Falls, Montana  
 AAT

2530 June 1895 2-6-0 19x24-56"  
 Missouri, Kansas & Texas Railway #255  
 1912 to Missouri, Kansas & Texas Railway #176  
 AAT

2531 June 1895 2-6-0 19x24-56"  
 Missouri, Kansas & Texas Railway #256  
 1912 to Missouri, Kansas & Texas Railway #177  
 AAT

2532 June 1895 2-6-0 19x24-56"  
 Missouri, Kansas & Texas Railway #257  
 1912 to Missouri, Kansas & Texas Railway #178  
 AAT

2533 June 1895 2-6-0 19x24-56"  
 Missouri, Kansas & Texas Railway #258  
 1912 to Missouri, Kansas & Texas Railway #179  
 AAT

2534 June 1895 2-6-0 19x24-56"  
 Missouri, Kansas & Texas Railway #259  
 1912 to Missouri, Kansas & Texas Railway #180  
 AAT

2535 July 1895 2-6-0 18x24-51"  
 Duluth, Mississippi River & Northern #7  
 April 1899 sold to Eastern Railway of Minnesota #7  
 1902 sold to Swan River Logging #7  
 AAT

2536 July 1895 0-4-0T 16x24-48"  
 River Furnace & Dock Company #1  
 1911 sold to River Terminal #1  
 AAT

2537 July 1895 2-6-0 19x24-55"  
 Great Northern Railway D-4 #361 (2<sup>nd</sup>)  
 1899 to Great Northern Railway D-4 #410 (1<sup>st</sup>)  
 June 1926 sold as scrap to Duluth Iron & Metals  
 AAT, KJB

2538 July 1895 2-6-0 19x24-55"  
 Great Northern Railway D-4 #363 (2<sup>nd</sup>)  
 1899 to Great Northern Railway D-4 #412 (1<sup>st</sup>)  
 June 1926 sold as scrap to Duluth Iron & Metals  
 AAT, KJB

2539 July 1895 2-6-0 19x24-55"  
 Great Northern Railway D-4 #364 (2<sup>nd</sup>)  
 1899 to Great Northern Railway D-4 #413 (1<sup>st</sup>)  
 August 1927 sold as scrap to Duluth Iron & Metals  
 AAT, KJB

2540 July 1895 2-6-0 19x24-55"  
 Great Northern Railway D-4 #365 (2<sup>nd</sup>)  
 1899 to Great Northern Railway D-4 #414 (1<sup>st</sup>)  
 June 1926 sold as scrap to Duluth Iron & Metals  
 AAT, KJB

2541 July 1895 2-6-0 19x24-55"  
 Great Northern Railway D-4 #366 (1<sup>st</sup>)  
 1899 to Great Northern Railway D-4 #415 (1<sup>st</sup>)  
 June 1926 sold as scrap to Duluth Iron & Metals  
 AAT, KJB

2542 July 1895 2-6-0 19x24-55"  
 Great Northern Railway D-4 #367 (1<sup>st</sup>)  
 1899 to Great Northern Railway D-4 #416 (1<sup>st</sup>)  
 December 1923 sold as scrap to Duluth Iron & Metals  
 AAT, KJB

2543 July 1895 2-6-0 19x24-55"  
 Great Northern Railway D-4 #368 (1<sup>st</sup>)  
 1899 to Great Northern Railway D-4 #417 (1<sup>st</sup>)  
 March 1925 dismantled  
 AAT, KJB

2544 July 1895 2-6-0 19x24-55"  
 Great Northern Railway D-4 #369 (1<sup>st</sup>)  
 1899 to Great Northern Railway D-4 #418 (1<sup>st</sup>)  
 June 1926 sold as scrap to Duluth Iron & Metals  
 AAT, KJB

2545 July 1895 2-6-0 19x24-55"  
 Great Northern Railway D-4 #370 (1<sup>st</sup>)  
 1899 to Great Northern Railway D-4 #419 (1<sup>st</sup>)  
 June 1926 sold as scrap to Duluth Iron & Metals  
 AAT, KJB

2546 July 1895 2-6-0 19x24-55"  
 Eastern Railway of Minnesota #250  
 1899 to Eastern Railway of Minnesota 37 class #421  
 May 1902 sold to Great Northern Railway D-4 #421 (1<sup>st</sup>)  
 June 1926 sold as scrap to Duluth Iron & Metals  
 AAT, KJB

2547 August 1895 2-6-0 19x24-55"  
 Eastern Railway of Minnesota #251  
 1899 to Eastern Railway of Minnesota 37 class #422  
 May 1902 sold to Great Northern Railway D-4 #422 (1<sup>st</sup>)  
 November 1925 dismantled  
 AAT, KJB

2548 August 1895 2-6-0 19x24-55"  
 Eastern Railway of Minnesota #252  
 1899 to Eastern Railway of Minnesota 37 class #423  
 May 1902 sold to Great Northern Railway D-4 #423 (1<sup>st</sup>)  
 June 1926 sold as scrap to Paper Calmenson & Company  
 AAT, KJB

2549 August 1895 2-6-0 19x24-55"  
 Eastern Railway of Minnesota #253  
 1899 to Eastern Railway of Minnesota 37 class #424  
 May 1902 sold to Great Northern Railway D-4 #424 (1<sup>st</sup>)  
 June 1926 sold as scrap to Duluth Iron & Metals  
 AAT, KJB

2550 August 1895 2-6-0 19x24-55"  
 Eastern Railway of Minnesota #254  
 1899 to Eastern Railway of Minnesota 37 class #425  
 May 1902 sold to Great Northern Railway D-4 #425 (1<sup>st</sup>)  
 September 1926 sold as scrap to Duluth Iron & Metals  
 AAT, KJB

2551 August 1895 2-6-0 19x24-55"  
 Eastern Railway of Minnesota #255  
 1899 to Eastern Railway of Minnesota 37 class #426  
 May 1902 sold to Great Northern Railway D-4 #426 (1<sup>st</sup>)  
 September 1926 sold as scrap to Duluth Iron & Metals  
 AAT, KJB

2552 August 1895 0-6-0 19x26-49"  
 Eastern Railway of Minnesota #5  
 1899 to Eastern Railway of Minnesota #66  
 May 1902 sold to Great Northern Railway A-7 #66 (2<sup>nd</sup>)  
 August 1932 scrapped  
 AAT, KJB

2553 August 1895 0-6-0 19x26-49"  
 Eastern Railway of Minnesota #6  
 1899 to Eastern Railway of Minnesota #67  
 May 1902 sold to Great Northern Railway A-7 #67 (2<sup>nd</sup>)  
 December 1934 sold as scrap to Paper Calmenson & Company  
 AAT, KJB

2554 August 1895 2-6-0 18x24-56"  
 Pittsburgh, Akron & Western #26  
 1901 sold to Lake Erie & Western N-8 #126  
 1905 sold to New York Central (Lake Erie & Western) E-42 #5360 (1<sup>st</sup>)  
 1920 sold to Akron, Canton & Youngstown E #5360  
 1920 to Akron, Canton & Youngstown E #126  
 September 1921 scrapped  
 AAT, BAX

2555 August 1895 2-6-0 18x24-56"  
 Pittsburgh, Akron & Western #27  
 1901 sold to Lake Erie & Western N-8 #127  
 1905 sold to New York Central (Lake Erie & Western) E-42 #5361 (1<sup>st</sup>)  
 1920 sold to Akron, Canton & Youngstown E #5361  
 1920 to Akron, Canton & Youngstown E #127  
 March 1922 scrapped  
 AAT, BAX

2556 August 1895 2-6-0 18x24-56"  
 Pittsburgh, Akron & Western #28 (2<sup>nd</sup>)  
 1901 sold to Lake Erie & Western N-8 #128  
 1905 sold to New York Central (Lake Erie & Western) E-42 #5362 (1<sup>st</sup>)  
 1920 sold to Akron, Canton & Youngstown E #5362  
 1920 to Akron, Canton & Youngstown E #128  
 September 1922 scrapped  
 AAT, BAX

2557 August 1895 2-6-0 18x24-56"  
 Pittsburgh, Akron & Western #29  
 1901 sold to Lake Erie & Western N-8 #129  
 1905 sold to New York Central (Lake Erie & Western) E-42 #5363 (1<sup>st</sup>)  
 1920 sold to Akron, Canton & Youngstown E #5363  
 1920 to Akron, Canton & Youngstown E #129  
 September 1922 sold to Rubber City Sand & Gravel  
 March 1947 scrapped  
 AAT, BAX

2558 August 1895 4-6-0 18x24-57"  
 Burlington, Cedar Rapids & Northern #120  
 1899 to Burlington, Cedar Rapids & Northern #190  
 June 1903 sold to Chicago, Rock Island & Pacific #1239  
 1903 to Chicago, Rock Island & Pacific #1139  
 December 1929 scrapped  
 AAT

2559 August 1895 4-6-0 18x24-57"  
 Burlington, Cedar Rapids & Northern #121  
 1899 to Burlington, Cedar Rapids & Northern #191  
 June 1903 sold to Chicago, Rock Island & Pacific #1240  
 to Chicago, Rock Island & Pacific #1140  
 April 1925 scrapped  
 AAT

2560 August 1895 4-6-0 18x24-57"  
 Burlington, Cedar Rapids & Northern #122  
 1899 to Burlington, Cedar Rapids & Northern #192  
 June 1903 sold to Chicago, Rock Island & Pacific #1241  
 to Chicago, Rock Island & Pacific #1141  
 March 1928 scrapped  
 AAT

2561 August 1895 4-6-0 18x24-57"  
Burlington, Cedar Rapids & Northern #123  
1899 to Burlington, Cedar Rapids & Northern #193  
June 1903 sold to Chicago, Rock Island & Pacific #1242  
to Chicago, Rock Island & Pacific #1142  
February 1924 scrapped  
AAT

2562 August 1895 4-6-01 8x24-57"  
Burlington, Cedar Rapids & Northern #124  
1899 to Burlington, Cedar Rapids & Northern #194  
rebuilt  
17" bore  
June 1903 sold to Chicago, Rock Island & Pacific #1243  
to Chicago, Rock Island & Pacific #1143  
March 1929 scrapped  
AAT

2563 September 1895 4-6-0 18x24-56"  
Cleveland, Lorain & Wheeling #11 (2<sup>nd</sup>)  
1897 to Cleveland, Lorain & Wheeling #50 (2<sup>nd</sup>)  
1902 sold to Baltimore & Ohio B-34a #152 (4<sup>th</sup>)  
AAT

2564 September 1895 4-6-0 18x24-56"  
Cleveland, Lorain & Wheeling #19 (2<sup>nd</sup>)  
1897 to Cleveland, Lorain & Wheeling #51 (2<sup>nd</sup>)  
1902 sold to Baltimore & Ohio B-34a #153 (4<sup>th</sup>)  
1912 retired from service  
AAT

2565 September 1895 4-6-0 18x24-56"  
Cleveland, Lorain & Wheeling #61  
1902 sold to Baltimore & Ohio B-34a #148 (4<sup>th</sup>)  
1912 retired from service  
AAT

2566 September 1895 4-6-0 18x24-56"  
Cleveland, Lorain & Wheeling #62  
1902 sold to Baltimore & Ohio B-34a #149 (4<sup>th</sup>)  
1916 retired from service  
AAT

2567 September 1895 4-6-0 18x24-56"  
Cleveland, Lorain & Wheeling #63  
1902 sold to Baltimore & Ohio B-34a #150 (4<sup>th</sup>)  
1916 retired from service  
AAT

2568 September 1895 4-6-0 18x24-56"  
Cleveland, Lorain & Wheeling #64  
1902 sold to Baltimore & Ohio B-34a #151  
1912 retired from service  
AAT

2569 September 1895 4-6-0 19x24-63.7"  
Chicago, Rock Island & Pacific #832  
1902 to Chicago, Rock Island & Pacific #1333  
1903 to Chicago, Rock Island & Pacific #1233 (2<sup>nd</sup>)  
May 1927 scrapped  
AAT

2570 September 1895 4-6-0 19x24-63.7"  
Chicago, Rock Island & Pacific #833  
1902 to Chicago, Rock Island & Pacific #1334  
1903 to Chicago, Rock Island & Pacific #1234  
April 1934 scrapped  
AAT

2571 September 1895 4-6-0 19x24-63.7"  
Chicago, Rock Island & Pacific #834  
1902 to Chicago, Rock Island & Pacific #1335  
1903 to Chicago, Rock Island & Pacific #1235  
March 1924 scrapped  
AAT

2572 September 1895 4-6-0 19x24-63.7"  
Chicago, Rock Island & Pacific #835  
1902 to Chicago, Rock Island & Pacific #1336  
1903 to Chicago, Rock Island & Pacific #1236  
April 1927 scrapped  
AAT

2573 September 1895 4-6-0 19x24-63.7"  
Chicago, Rock Island & Pacific #836  
1902 to Chicago, Rock Island & Pacific #1337  
1903 to Chicago, Rock Island & Pacific #1237  
March 1925 scrapped  
AAT

2574 September 1895 4-4-0 18x24-62"  
Rock Island & Peoria #23  
June 1902 sold to Chicago, Rock Island & Pacific #956  
1902 to Chicago, Rock Island & Pacific #656  
February 1928 scrapped  
AAT

2575 September 1895 4-6-0 18x24-57"  
Burlington, Cedar Rapids & Northern #125  
1899 to Burlington, Cedar Rapids & Northern #195  
June 1903 sold to Chicago, Rock Island & Pacific #1244  
to Chicago, Rock Island & Pacific #1144  
April 1924 scrapped  
AAT

2576 September 1895 4-6-0 18x24-57"  
Burlington, Cedar Rapids & Northern #126  
1899 to Burlington, Cedar Rapids & Northern #196  
June 1903 sold to Chicago, Rock Island & Pacific #1245  
to Chicago, Rock Island & Pacific #1125  
June 1927 scrapped  
AAT

2577 September 1895 4-6-0 18x24-57"  
Burlington, Cedar Rapids & Northern #127  
1899 to Burlington, Cedar Rapids & Northern #197  
June 1903 sold to Chicago, Rock Island & Pacific #1246  
to Chicago, Rock Island & Pacific #1146  
December 1925 scrapped  
AAT

2578 September 1895 4-6-0 18x24-57"  
Burlington, Cedar Rapids & Northern #128  
1899 to Burlington, Cedar Rapids & Northern #198  
June 1903 sold to Chicago, Rock Island & Pacific #1247  
to Chicago, Rock Island & Pacific #1147  
September 1925 scrapped  
AAT

2579 September 1895 4-6-0 18x24-57"  
Burlington, Cedar Rapids & Northern #129  
1899 to Burlington, Cedar Rapids & Northern #199  
June 1903 sold to Chicago, Rock Island & Pacific #1248  
to Chicago, Rock Island & Pacific #1148  
May 1924 scrapped  
AAT

2580 October 1895 4-6-0 20x24-56"  
Mexican Central #147; Mexico  
1902 to Mexican Central F-2 #602  
1909 sold to National of Mexico #342  
1930 retired from service  
AAT

2581 October 1895 4-6-0 20x24-56"  
Mexican Central #148; Mexico  
1902 to Mexican Central F-2 #603  
1909 to National of Mexico #343  
1930 to National of Mexico #817  
March 1960 retired from service  
AAT

2582 October 1895 4-6-0 20x24-56"  
Mexican Central #149; Mexico  
1902 to Mexican Central F-2 #604  
1909 sold to National of Mexico #344  
1930 to National of Mexico #818  
March 1962 retired from service  
AAT

2583 October 1895 4-6-0 20x24-56"  
 Mexican Central #150 (2<sup>nd</sup>); Mexico  
 1902 to F-2 #660  
 1909 sold to National de Mexico F-32 #345  
 1930 to National de Mexico F-33 #319  
 March 1957 retired from service  
 AAT

2584 October 1895 4-6-0 20x24-56"  
 Mexican Central #151 (2<sup>nd</sup>); Mexico  
 1902 to Mexican Central F-2 #661  
 1909 sold to National de Mexico F-32 #346  
 1930 to National de Mexico F-33 #820  
 March 1960 retired from service  
 AAT

2585 October 1895 4-6-0 17x24-56"  
 Lake Shore & Michigan Southern E-2b #290  
 1902 to Lake Erie & Western E-2b #290  
 1905 to New York Central F-48c #5213  
 April 1916 retired from service  
 AAT

2586 October 1895 4-6-0 17x24-56"  
 Lake Shore & Michigan Southern #301  
 to Lake Shore & Michigan Southern E-2b #322  
 1905 to New York Central (Lake Shore & Michigan Southern) F-48c  
 #5096 (1<sup>st</sup>)  
 rebuilt  
 New York Central (Lake Shore & Michigan Southern) F-48g #5096 (1<sup>st</sup>)  
 October 1919 scrapped  
 AAT, BAX

2587 October 1895 4-6-0 17x24-56"  
 Lake Shore & Michigan Southern E-2b #320  
 1905 to New York Central (Lake Shore & Michigan Southern) F-48c  
 #5095 (1<sup>st</sup>)  
 August 1910 scrapped  
 AAT, BAX

2588 October 1895 4-6-0 17x24-56"  
 Lake Shore & Michigan Southern E-2b #323  
 1902 sold to Lake Erie & Western E-2b #323  
 1905 to New York Central F-48c #5214  
 November 1916 retired from service  
 AAT

2589 October 1895 4-6-0 17x24-56"  
 Lake Shore & Michigan Southern E-2b #324  
 1902 sold to Lake Erie & Western E-2b #324  
 1905 to New York Central F-48c #5215  
 December 1916 retired from service  
 AAT

2590 October 1895 4-6-0 17x24-56"  
 Lake Shore & Michigan Southern E-2b #326  
 1905 to New York Central (Lake Shore & Michigan Southern) F-48c  
 #5097 (1<sup>st</sup>)  
 February 1910 scrapped  
 AAT, BAX

2591 October 1895 4-6-0 17x24-56"  
 Lake Shore & Michigan Southern E-2b #328  
 1905 to New York Central (Lake Shore & Michigan Southern) F-48c  
 #5098 (1<sup>st</sup>)  
 January 1912 sold to Baldwin Equipment & Supply Company  
 AAT, BAX

2592 October 1895 4-6-0 17x24-56"  
 Lake Shore & Michigan Southern E-2b #332  
 1902 sold to Lake Erie & Western E-2b #332  
 1905 to New York Central F-48c #5216  
 December 1916 retired from service  
 AAT

2593 October 1895 4-6-0 17x24-56"  
 Lake Shore & Michigan Southern E-2b #333  
 1905 to New York Central (Lake Shore & Michigan Southern) F-48c  
 #5099 (1<sup>st</sup>)  
 June 1913 sold to Michigan Railway Equipment Company #10  
 sold to Ettrick & Northern #10 (Ettrick Railroad)  
 1930s scrapped  
 AAT, BAX

2594 October 1895 4-6-0 17x24-56"  
 Lake Shore & Michigan Southern E-2b #334  
 1902 sold to Lake Erie & Western E-2b #334  
 1905 to New York Central F-48c #5217  
 December 1916 retired from service  
 AAT

2595 November 1895 0-6-0 18x24-51"  
 Illinois Central Railroad S-51 #148 (2<sup>nd</sup>)  
 March 1928 sold to Jackson Machine Company  
 AAT, ICR

2596 November 1895 0-6-0 18x24-51"  
 Illinois Central Railroad S-51 #149 (2<sup>nd</sup>)  
 June 1927 scrapped  
 AAT, ICR

2597 November 1895 0-6-0 18x24-51"  
 Illinois Central Railroad S-51 #150 (3<sup>rd</sup>)  
 June 1927 scrapped  
 AAT, ICR

2598 November 1895 0-6-0 18x24-51"  
 Illinois Central Railroad S-51 #151 (2<sup>nd</sup>)  
 July 1926 scrapped  
 AAT, ICR

2599 November 1895 2-6-0 3' gauge 15x20-36"  
 Siskowit & Southern #2 "W. F. Pleas"  
 November 1895 sold to Ashland, Siskowit & Iron River Logging  
 Company #2 "W. F. Pleas"  
 1902 sold to Edward Hines Lumber #2  
 1905 sold to W. F. Pleas #2  
 1922 sold to Birmingham Rail & Locomotive #1432  
 November 21, 1922 sold to Virginia Lumber & Box Company  
 AAT

2600 November 1895 2-6-0 19x26-56½"  
 Illinois Central Railroad M-56½ #471  
 July 1927 scrapped  
 AAT

2601 November 1895 2-6-0 19x26-56½"  
 Illinois Central Railroad M-56½ #472  
 July 1929 sold to Briggs & Turivas  
 sold to Meridian & Bigbee River #474  
 AAT

2602 November 1895 2-6-0 19x26-56½"  
 Illinois Central Railroad M-56½ #473  
 1955 scrapped  
 AAT

2603 November 1895 2-6-0 19x26-56½"  
 Illinois Central Railroad M-56½ #474  
 December 1936 sold to Meridian & Bigbee River #474  
 AAT

2604 November 1895 2-6-0 19x26-56½"  
 Illinois Central Railroad M-56½ #475  
 August 1929 scrapped  
 AAT

2605 November 1895 2-6-0 19x26-56½"  
 Illinois Central Railroad M-56½ #476  
 1923 rebuilt  
 2-6-4T  
 00/1923 to Illinois Central Railroad #1456 (2<sup>nd</sup>)  
 June 1935 scrapped  
 AAT, ICR

2606 November 1895 2-6-0 19x26-56½"  
 Illinois Central Railroad M-56½ #477  
 June 1935 scrapped  
 AAT

2607 November 1895 2-6-0 19x26-56½"  
 Illinois Central Railroad M-56½ #478  
 July 1929 sold to Briggs & Turivas  
 AAT

2608 November 1895 2-6-0 19x26-56½"  
 Illinois Central Railroad M-56½ #479  
 November 1928 sold to Briggs & Turivas  
 AAT

2609 November 1895 2-6-0 19x26-56½"  
 Illinois Central Railroad M-56½ #480  
 July 1928 sold to Briggs & Turivas  
 AAT

2610 November 1895 2-6-0 19x26-56½"  
 Illinois Central Railroad M-56½ #481  
 July 1929 scrapped  
 AAT

2611 November 1895 2-6-0 19x26-56½"  
 Illinois Central Railroad M-56½ #482  
 May 1935 scrapped  
 AAT

2612 November 1895 2-6-0 19x26-56½"  
 Illinois Central Railroad M-56½ #483  
 by 1943 off roster  
 AAT

2613 November 1895 2-6-0 19x26-56½"  
 Illinois Central Railroad M-56½ #484  
 June 1951 scrapped  
 AAT

2614 November 1895 4-6-0 19x24-57"  
 Peoria & Eastern #510  
 1905 to New York Central (Peoria & Eastern) F-68 #6230 (1<sup>st</sup>)  
 August 1919 sold to Birmingham Rail & Locomotive  
 April 3, 1920 sold to Beck Brothers & Company  
 sold to Oliver American Trading Company #2350  
 sold to National de Mexico #2350  
 1930 to National de Mexico #745  
 October 1960 retired from service  
 AAT, BAX

2615 November 1895 4-6-0 19x24-57"  
 Peoria & Eastern #511  
 1905 sold to New York Central (Peoria & Eastern) F-68 #6231 (1<sup>st</sup>)  
 August 30, 1919 sold to Birmingham Rail & Locomotive  
 September 27, 1920 sold to Standard Products Company; Havana, Cuba  
 AAT, BAX

2616 November 1895 4-6-0 19x24-57"  
 Peoria & Eastern #512  
 1905 sold to New York Central (Peoria & Eastern) F-68 #6232 (1<sup>st</sup>)  
 September 1919 scrapped  
 AAT, BAX

2640 1896 2-6-4T  
 Illinois Central Railroad #485  
 1921 to Illinois Central Railroad #1449 (2<sup>nd</sup>)  
 June 1935 scrapped  
 ICR

2667 1896 4-8-0  
 Saint Lawrence & Adirondack Railroad #15 "Manitou"  
 sold to Buffalo, Rochester & Pittsburgh #139  
 sold to Cumberland & Manchester #56  
 RA29

2668 1896 4-6-0  
 Saint Lawrence & Adirondack Railroad #6 (1<sup>st</sup>) "Mattawa"  
 sold to Lake Shore & Michigan Southern #602  
 to Lake Shore & Michigan Southern #544  
 to Lake Shore & Michigan Southern #5019  
 RA29

2678 July 1896 4-6-0 20x26-57"  
 Saint Lawrence & Adirondack #3 (1<sup>st</sup>) "Cascapedia"  
 1902 sold to New York Central & Hudson River F-4 #2028  
 June 1911 sold to Fitzhugh Luther  
 AAT

2679 July 1896 0-6-0 17x24-51" oil burner  
 Congress Gold Company "Congress"; Congress, Arizona  
 1915 sold to Arizona Extension #1  
 to display, Prescott, Arizona  
 AAT

2680 July 1896 4-6-0 18x24-57"  
 Cincinnati, Jackson & Mackinaw #31  
 August 1897 sold to Cincinnati Northern #31  
 1905 sold to New York Central F-60 #6110 (1<sup>st</sup>)  
 1919 to New York Central (New York Central) F-60 #6310 (2<sup>nd</sup>)  
 June 1919 to #6377  
 October 18, 1920 sold to Birmingham Rail & Locomotive  
 December 1, 1921 sold to American Smelting & Refining Company  
 (ASARCO) #6377; Rosita, Mexico  
 sold to National of Mexico (NdeM) #6377  
 AAT, BAX

2681 July 1896 4-6-0 18x24-57"  
 Cincinnati, Jackson & Mackinaw #32  
 August 1897 sold to Cincinnati Northern #32  
 1905 sold to New York Central F-60 #6111 (1<sup>st</sup>)  
 1911 rebuilt  
 1919 to New York Central (New York Central) F-60 #6311 (2<sup>nd</sup>)  
 June 1919 to #6378  
 March 1928 scrapped  
 AAT, BAX

2682 July 1896 4-6-0 18x24-57"  
 Cincinnati, Jackson & Mackinaw #33  
 August 1897 sold to Cincinnati Northern #33  
 1905 sold to New York Central F-60 #6112 (1<sup>st</sup>)  
 1918 to New York Central (New York Central) F-60 #6312 (2<sup>nd</sup>)  
 June 1919 to New York Central #6379  
 May 1928 scrapped  
 AAT, BAX

2683 July 1896 4-6-0 18x24-57"  
 Cincinnati, Jackson & Mackinaw #34  
 August 1897 sold to Cincinnati Northern #34  
 1905 to New York Central F-60 #6113 (1<sup>st</sup>)  
 sold to Dayton, Toledo & Chicago #6  
 by 1917 retired from service  
 to New York Central #6113  
 1919 to New York Central (New York Central) F-60 #6313 (2<sup>nd</sup>)  
 June 1919 to New York Central #6380  
 September 1920 sold to Birmingham Rail & Locomotive  
 March 1921 sold to Chesapeake Beach #8  
 May 1936 sold to East Washington #8  
 AAT, BAX

2684 July 1896 4-6-0 18x24-57"  
 Cincinnati, Jackson & Mackinaw #35  
 August 1897 sold to Cincinnati Northern #35  
 1905 sold to New York Central F-60 #6114  
 sold to Dayton, Toledo & Chicago #7  
 by 1917 retired from service  
 to New York Central #6114  
 December 1917 sold to Southern Iron & Equipment #2535  
 scrapped  
 AAT

2685 July 1896 4-6-0 18x26-69"  
 Burlington, Cedar Rapids & Northern #70  
 June 1903 sold to Chicago, Rock Island & Pacific #1201  
 1903 to #1101  
 September 1924 scrapped  
 AAT

2686 July 1896 4-6-0 18x26-69"  
 Burlington, Cedar Rapids & Northern #71  
 rebuilt  
 63" drivers  
 June 1903 sold to Chicago, Rock Island & Pacific #1202  
 1903 to #1102  
 July 1924 scrapped  
 AAT

2687 July 1896 4-6-0 18x26-69"  
 Burlington, Cedar Rapids & Northern #72  
 rebuilt  
 63" drivers  
 June 1903 sold to Chicago, Rock Island & Pacific #1203  
 1903 to #1103  
 March 1925 scrapped  
 AAT

2688 August 1896 4-6-0 19½x26-57.3"  
 Chicago, Rock Island & Pacific #837  
 1897 to #1370  
 1903 to #1270  
 May 1927 scrapped  
 AAT

2689 August 1896 4-6-0 19½x26-57.3  
 Chicago, Rock Island & Pacific #838  
 1897 to #1371  
 1903 to #1271  
 March 1928 scrapped  
 AAT

2690 August 1896 4-6-0 19½x26-57.3"  
 Chicago, Rock Island & Pacific #839  
 1897 to #1372  
 1903 to #1272  
 May 1934 scrapped  
 AAT

2691 August 1896 4-6-0 19½x26-57.3"  
 Chicago, Rock Island & Pacific #840  
 1897 to #1373  
 1903 to #1273  
 May 1927 scrapped  
 AAT

2692 August 1896 4-6-0 19½x26-57.3"  
 Chicago, Rock Island & Pacific #841  
 1897 to #1374  
 1903 to #1274  
 January 1924 scrapped  
 AAT

2693 August 1896 4-6-0 20x26-62"  
 Erie Railroad G-3 #770  
 August 1925 scrapped  
 AAT

2694 August 1896 4-6-0 20x26-62"  
 Erie Railroad G-3 #771  
 March 1924 scrapped  
 AAT

2695 August 1896 4-6-0 20x26-62"  
 Erie Railroad G-3 #772  
 March 1924 scrapped  
 AAT

2696 August 1896 4-6-0 20x26-62"  
 Erie Railroad G-3 #773  
 May 1927 scrapped  
 AAT

2697 August 1896 4-6-0 20x26-62"  
 Erie Railroad G-3 #774  
 June 1915 scrapped  
 AAT

2698 September 1896 2-6-0 19x26-55"  
 Great Northern #371  
 1903 to Great Northern #450  
 May 1937 scrapped  
 AAT

2699 September 1896 2-6-0 19x26-55"  
 Great Northern #372  
 1903 to Great Northern #451  
 June 1926 scrapped  
 AAT

2700 September 1896 2-6-0 19x26-55"  
 Great Northern D-5 #373  
 1903 to Great Northern D-5 #452  
 1928 scrapped  
 AAT

2712 1896 0-6-0  
 Illinois Central Railroad #158 (4<sup>th</sup>)  
 August 1925 scrapped  
 ICR

2713 1896 0-6-0  
Illinois Central Railroad #159 (2<sup>nd</sup>)  
June 1927 scrapped  
ICR

2714 1896 0-6-0  
Illinois Central Railroad #160 (1<sup>st</sup>)  
July 1926 scrapped  
ICR

2715 1896 0-6-0  
Illinois Central Railroad #161 (3<sup>rd</sup>)  
September 1922 scrapped  
ICR

2789 1897 2-6-0  
Great Northern Railway D-5 #384 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #463 (2<sup>nd</sup>)  
circa 1929 dismantled  
KJB

2790 1897 2-6-0  
Great Northern Railway D-5 #385 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #464 (2<sup>nd</sup>)  
1927 sold as scrap to Duluth Iron & Metals  
KJB

2791 1897 2-6-0  
Great Northern Railway D-5 #386 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #465 (2<sup>nd</sup>)  
July 1932 sold as scrap to Duluth Iron & Metals  
KJB

2792 1897 2-6-0  
Great Northern Railway D-5 #387 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #466 (2<sup>nd</sup>)  
July 1929 scrapped  
KJB

2793 1897 2-6-0  
Great Northern Railway D-5 #388 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #467 (2<sup>nd</sup>)  
1927 sold as scrap to Duluth Iron & Metals  
KJB

2794 1897 2-6-0  
Great Northern Railway D-5 #389 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #468 (2<sup>nd</sup>)  
December 1926 sold as scrap to Pacific Coast Steel  
KJB

2795 1897 2-6-0  
Great Northern Railway D-5 #390 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #469 (2<sup>nd</sup>)  
June 1926 sold as scrap to Duluth Iron & Metals  
KJB

2796 1897 2-6-0  
Great Northern Railway D-5 #391 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #470 (2<sup>nd</sup>)  
1927 sold as scrap to Duluth Iron & Metals  
KJB

2797 1897 2-6-0  
Great Northern Railway D-5 #392 (1<sup>st</sup>)  
1899 to Great Northern Railway D-5 #471 (2<sup>nd</sup>)  
December 1926 sold as scrap to Pacific Coast Steel  
KJB

2798 1897 2-6-0  
Eastern Railway of Minnesota #472  
1903 to Great Northern Railway D-5 #472 (2<sup>nd</sup>)  
March 1929 sold as scrap to Paper Calmenson & Company  
KJB

2799 1897 2-6-0  
Eastern Railway of Minnesota #473  
1903 to Great Northern Railway D-5 #473 (2<sup>nd</sup>)  
1928 scrapped  
KJB

2800 1897 2-6-0  
Eastern Railway of Minnesota #474  
1903 to Great Northern Railway D-5 #474 (2<sup>nd</sup>)  
June 1928 scrapped  
KJB

2801 1897 2-6-0  
Eastern Railway of Minnesota #475  
1903 to Great Northern Railway D-5 #475 (2<sup>nd</sup>)  
1927 sold as scrap to Duluth Iron & Metals  
KJB

2802 1897 2-6-0  
Eastern Railway of Minnesota #476  
1903 to Great Northern Railway D-5 #476 (2<sup>nd</sup>)  
1926 sold as scrap to Duluth Iron & Metals  
KJB

2820 September 1897 2-6-0 19x26-56½"  
Illinois Central Railroad #517 (1<sup>st</sup>)  
1897 to Yazoo & Mississippi Valley #101  
July 1920 sold  
AAT

2821 September 1897 2-6-0 19x26-56½"  
Illinois Central Railroad #518 (1<sup>st</sup>)  
1897 sold to Yazoo & Mississippi Valley #102  
1926 scrapped  
AAT

2822 September 1897 2-6-0 19x26-56½"  
Illinois Central Railroad #519 (1<sup>st</sup>)  
1897 sold to Yazoo & Mississippi Valley #103  
July 1929 scrapped  
AAT

2823 September 1897 2-6-0 19x26-56½"  
Illinois Central Railroad #520 (1<sup>st</sup>)  
1897 sold to Yazoo & Mississippi Valley #104  
July 1928 sold  
AAT'

2824 September 1897 2-6-0 19x26-56½"  
Illinois Central Railroad #521 (1<sup>st</sup>)  
1897 sold to Yazoo & Mississippi Valley #105  
June 1915 in service  
AAT

2825 October 1897 4-4-0 18x26-75"  
Illinois Central Railroad #969  
1906 to Illinois Central Railroad #1969  
pre-1922 to Illinois Central Railroad #4969  
September 1922 scrapped  
AAT

2826 October 1897 2-8-0 21x26-56"  
Mexican Central #197; Mexico  
1904 to Mexican Central G-2 #706  
1908 sold to National de Mexico #416  
1930 to National de Mexico #1052  
March 1957 retired from service  
AAT

2829 October 1897 2-8-0 21x26-56"  
Mexican Central #200; Mexico  
1902 to Mexican Central #709  
1908 to National de Mexico #419  
1930 to National de Mexico #1055  
May 1933 retired from service  
AAT

2830 October 1897 2-8-0 21x26-56"  
Mexican Central #201; Mexico  
1902 to Mexican Central #710  
1908 to National de Mexico #420  
March 1923 retired from service  
AAT

2831 October 1897 2-8-0 21x26-56"  
Mexican Central #202; Mexico  
1902 to Mexican Central #711  
1908 to National de Mexico #421  
1930 to National de Mexico #1056  
October 1953 retired from service  
AAT

2832 October 1897 2-8-0 21x26-56"  
 Mexican Central #203; Mexico  
 1902 to Mexican Central #712  
 1908 to National de Mexico #422  
 1930 to National de Mexico #1057  
 August 1954 retired from service  
 AAT

2833 October 1897 2-8-0 21x26-56"  
 Mexican Central #204; Mexico  
 1902 to Mexican Central #713  
 1908 to National de Mexico #423  
 1930 to National de Mexico #1058  
 April 1954 retired from service  
 AAT

2834 October 1897 2-8-0 21x26-56"  
 Mexican Central #205; Mexico  
 1902 to Mexican Central #714  
 1908 to National de Mexico #424  
 1930 to National de Mexico #1059  
 August 1954 retired from service  
 AAT

2835 October 1897 2-8-0 21x26-56"  
 Mexican Central #206; Mexico  
 1902 to Mexican Central #715  
 1908 to National de Mexico #425  
 1930 to National de Mexico #1060  
 by 1941 off roster  
 AAT

2836 October 1897 2-6-2T 3'6" gauge 14x20-48"  
 Kobu Railway #1; Japan  
 to Kobu Railwy #10  
 to Japanese National Railway #3020  
 AAT

2837 October 1897 2-6-2T 3'6" gauge 14x20-48"  
 Kobu Railway #2; Japan  
 to Kobu Railway #11; Japan  
 to Japanese National Railway #3021  
 AAT

2838 October 1897 2-6-2T 3'6" gauge 14x20-48"  
 Kobu Railway #12; Japan  
 to Japanese National Railway #3022  
 AAT

2839 October 1897 2-6-0 15x20-40" 3' gauge  
 Jalapa & Cordova Railway #1; Mexico  
 sold to Jalapa & Teocelo Railway #1; Mexico  
 1914 sold to Vera Cruz & Alvarado #5 (2<sup>nd</sup>); Mexico  
 1930 to Vera Cruz & Alvarado #151  
 to National de Mexico #151  
 AAT

2840 October 1897 2-6-0 3' gauge 14x20-42"  
 Jalapa & Cordova #2 "Coatepec"; Mexico  
 sold to Jalapa & Teocelo #3 (2<sup>nd</sup>); Mexico  
 AAT

2841 November 1897 2-6-0 3' gauge 15x22-42"  
 Colorado & Northwestern #1  
 April 1909 sold to Denver, Boulder & Western #1  
 sold to Alaska  
 AAT

2842 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #18  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5100 (1<sup>st</sup>)  
 March 1910 sold to Atlantic Equipment Company  
 AAT, BAX

2843 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #24  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5101 (1<sup>st</sup>)  
 October 1915 scrapped  
 AAT, BAX

2844 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #59  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5102 (1<sup>st</sup>)  
 July 1910 sold to Atlantic Equipment Company  
 AAT, BAX

2845 November 1897 4-6-0 17x24-57"  
Lake Shore & Michigan Southern E-3 #100  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5103 (1<sup>st</sup>)  
October 1915 scrapped  
AAT, BAX

2846 00/1897 4-6-0  
Lake Shore & Michigan Southern #106  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5104 (1<sup>st</sup>)  
August 1910 sold to Atlantic Equipment Company  
BAX

2847 00/1897 4-6-0  
Lake Shore & Michigan Southern #108  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5105 (1<sup>st</sup>)  
November 1909 sold to Hicks Locomotive Works  
BAX

2848 00/1897 4-6-0  
Lake Shore & Michigan Southern #109  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5106 (1<sup>st</sup>)  
November 1909 sold to Hicks Locomotive Works  
BAX

2849 00/1897 4-6-0  
Lake Shore & Michigan Southern #118  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5107 (1<sup>st</sup>)  
November 1909 sold to Hicks Locomotive Works  
BAX

2850 00/1897 4-6-0  
Lake Shore & Michigan Southern #120  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5108 (1<sup>st</sup>)  
August 1910 sold to Atlantic Equipment  
BAX

2851 00/1897 4-6-0  
Lake Shore & Michigan Southern #137  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5109 (1<sup>st</sup>)  
July 1913 sold to General Equipment  
BAX

2852 00/1897 4-6-0  
Lake Shore & Michigan Southern #143  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5110 (1<sup>st</sup>)  
October 1915 scrapped  
BAX

2853 November 1897 4-6-0 17x24-57"  
Lake Shore & Michigan Southern E-3 #211  
1902 to Lake Shore & Michigan Southern E-3 #256  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5116 (1<sup>st</sup>)  
December 1915 sold to Elberton & Eastern #102  
1924 sold to Georgia Railroad A #50 for \$4,500  
1927 sold to Bamberg, Ehrhardt & Walterboro  
AAT, BAX

2854 November 1897 4-6-0 17x24-57"  
Lake Shore & Michigan Southern E-3 #213  
1902 to Lake Shore & Michigan Southern E-3 #259  
1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5119  
November 1909 sold to Hicks Locomotive Works  
AAT

2855 November 1897 4-6-0 17x24-57"  
Lake Shore & Michigan Southern E-3 #218  
00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
#5111 (1<sup>st</sup>)  
September 1914 scrapped  
AAT, BAX

2856 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #236  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5112 (1<sup>st</sup>)  
 October 1915 scrapped  
 AAT, BAX

2857 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #244  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5113 (1<sup>st</sup>)  
 April 1910 sold to General Equipment  
 November 1911 sold to Aberdeen & Asheboro #36; Briscoe, North Carolina  
 November 1911 sold to Norfolk Southern D-3 #93  
 August 1934 retired from service  
 BAX

2858 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #245  
 00/1905 to New York Central (Lake Shore & Michigan Southern) #F-48d  
 #5114 (1<sup>st</sup>)  
 March 1910 sold to Atlantic Equipment  
 AAT, BAX

2859 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #255  
 00/1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5115 (1<sup>st</sup>)  
 July 1914 sold to General Equipment  
 AAT, BAX

2860 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #257  
 1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5117 (1<sup>st</sup>)  
 January 1913 sold to Chicago, Kalamazoo & Saginaw #4 (2<sup>nd</sup>)  
 May 1919 sold  
 AAT, BAX

2861 November 1897 4-6-0 17x24-57"  
 Lake Shore & Michigan Southern E-3 #258  
 1905 to New York Central (Lake Shore & Michigan Southern) F-48d  
 #5118 (1<sup>st</sup>)  
 August 1910 sold to Atlantic Equipment Company  
 AAT, BAX

2862 December 1897 0-6-0T 3'6" gauge 15x22-48"  
 Seiwa Railway #1; Japan  
 AAT

2863 December 1897 0-6-0T 3'6" gauge 15x22-48"  
 Seiwa Railway #2; Japan  
 AAT

2864 December 1897 0-6-0T 3'6" gauge 15x22-48"  
 Seiwa Railway #3; Japan  
 AAT

2865 December 1897 0-6-0T 3'6" gauge 14x18-36"  
 Sanuki Railway #1; Japan  
 AAT

2866 December 1897 4-8-0 21x34-55"  
 Montana Central #100  
 1899 sold to Great Northern Railway G-5 #800 (1<sup>st</sup>)  
 February 1931 retired from service  
 October 1932 scrapped  
 AAT, KJB

2867 December 1897 4-8-0 21x34-55"  
 Montana Central #101  
 1899 sold to Great Northern Railway G-5 #801 (1<sup>st</sup>)  
 June 1929 retired from service  
 August 1932 scrapped  
 AAT

2868 December 1897 2-6-0T 14x22-42"  
 Seoul Chemulpo Railway MOGA-1 #1; Korea  
 AAT

2869 December 1897 2-6-0T 14x22-42"  
 Seoul Chemulpo Railway MOGA-1 #2; Korea  
 AAT

2870 December 1897 2-6-0T 14x22-42"  
 Seoul Chemulpo Railway MOGA-1 #3; Korea  
 AAT

2871 December 1897 2-6-0T 14x22-42"

Seoul Chemulpo Railway MOGA-1 #4; Korea  
AAT

2872 December 1897 2-6-0 19x24-50"

Reynoldsville & Falls Creek #4

June 1929 sold to Buffalo, Rochester & Pittsburgh L-2 #4 (2<sup>nd</sup>)  
stored at DuBois

December 1929 sold to Arcade & Attica #8

AAT

2873 December 1897 4-6-0 18x24-68"

Buffalo, Rochester & Pittsburgh T #13 (2<sup>nd</sup>)

1923 sold to Southern Iron & Equipment Company #1839

1923 sold to Delaware & Northern #9

AAT

2874 December 1897 2-8-0 18x26-48"

Buffalo, Rochester & Pittsburgh P #143

pre-1916 rebuilt

Buffalo, Rochester & Pittsburgh Pr #143

October 1923 sold to Southern Iron & Equipment Company #1880

November 11, 1923 sold to Scott & Howe Lumber Company; Ironwood,  
Michigan

AAT

2875 December 1897 2-8-0 18x26-48"

Buffalo, Rochester & Pittsburgh P #144

pre-1916 rebuilt

Buffalo, Rochester & Pittsburgh Pr #144

June 1925 sold to Southern Iron & Equipment Company #2020

AAT

2876 December 1897 2-8-0 18x26-48"

Buffalo, Rochester & Pittsburgh P #145

pre-1916 rebuilt

Buffalo, Rochester & Pittsburgh Pr #145

January 1932 sold to Baltimore & Ohio E-51 #3007

1933 retired from service

AAT

2877 December 1897 2-8-0 18x26-48"

Buffalo, Rochester & Pittsburgh P #146

pre-1916 rebuilt

Buffalo, Rochester & Pittsburgh Pr #146

January 1932 sold to Baltimore & Ohio E-51 #3008

1936 retired from service

AAT

2878 January 1897 4-4-0 3'6" gauge 15x22-54"

Imperial Government Railway #252; Japan

AAT

2879 January 1897 4-4-0 3'6" gauge 15x22-54"

Imperial Government Railway; Japan

AAT

2880 January 1897 4-4-0 3'6" gauge 15x22-54"

Imperial Government Railway #254; Japan

AAT

2881 January 1897 4-4-0 3'6" gauge 15x22-54"

Imperial Government Railway #255; Japan

AAT

2882 January 1897 4-4-0 3'6" gauge 15x22-54"

Imperial Government Railway #256; Japan

AAT

2883 January 1897 4-4-0 3'6" gauge 15x22-54"

Imperial Government Railway #257; Japan

AAT

2884 January 1898 4-4-0 3'6" gauge 15x22-54"

Imperial Government Railway #258; Japan

AAT

2885 January 1898 4-4-0 3'6" gauge 15x22-54"

Imperial Government Railway #259; Japan

AAT

2886 January 1898 4-4-0 3'6" gauge 15x22-54"

Imperial Government Railway #260; Japan

AAT

2887 January 1898 4-4-0 3'6" gauge 15x22-54"

Imperial Government Railway #261; Japan

AAT

2888 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #262; Japan  
AAT

2889 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #263; Japan  
AAT

2890 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #264; Japan  
AAT

2891 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #265; Japan  
AAT

2892 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #266; Japan  
AAT

2893 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #267; Japan  
AAT

2894 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #268; Japan  
AAT

2895 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #269; Japan  
AAT

2896 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #270; Japan  
AAT

2897 January 1898 4-4-0 3'6" gauge 15x22-54"  
Imperial Government Railway #271; Japan  
AAT

2898 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #102; Japan  
AAT

2899 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #103; Japan  
AAT

2900 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #104; Japan  
AAT

2901 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #105; Japan  
AAT

2902 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #106; Japan  
AAT

2903 Janaury 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #107; Japan  
AAT

2904 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #108; Japan  
AAT

2905 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #109; Japan  
AAT

2906 Janaury 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #110; Japan  
AAT

2907 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #111; Japan  
AAT

2908 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #112; Japan  
AAT

2909 January 1898 2-6-0T 3'6" gauge 17x22-50"  
Kiushiu Railway #113; Japan  
AAT

2910 February 1898 0-6-0 19x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis #32  
1905 to New York Central B-71 #7271  
January 1923 scrapped  
AAT

2911 February 1898 0-6-0 19x24-51"  
Cleveland, Cincinnati, Chicago & Saint Louis #33  
1905 to New York Central B-71 #7272  
January 1923 scrapped  
AAT

2912 February 1898 0-6-0 19x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis #34  
 1905 to New York Central B-71 #7273  
 October 1923 scrapped  
 AAT

2913 February 1898 0-6-0 19x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis #35  
 1905 to New York Central B-71 #7274  
 October 1923 scrapped  
 AAT

2914 February 1898 0-6-0 19x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis #36  
 1905 to New York Central B-71 #7275  
 October 1923 scrapped  
 AAT

2915 February 1898 0-6-0 19x24-51"  
 Cleveland, Cincinnati, Chicago & Saint Louis #37  
 1905 to New York Central B-71 #7276  
 February 1923 scrapped  
 AAT

2916 February 1898 0-6-0 18x24-52"  
 Peoria & Pekin Union A-1 #20 (1<sup>st</sup>)  
 to Peoria & Pekin Union A-1 #6 (2<sup>nd</sup>)  
 by 1927 off roster  
 AAT

2917 February 1898 0-6-0 18x24-51"  
 Peoria & Pekin Union A-1 #21 (1<sup>st</sup>)  
 to Peoria & Pekin Union A-1 #7 (2<sup>nd</sup>)  
 1926 retired from service  
 AAT

2918 February 1898 4-6-0 18x24-56"  
 Flint & Pere Marquette #99  
 January 190 sold to Pere Marquette T-3 #172  
 rebuilt  
 63" drivers  
 June 1928 scrapped  
 AAT

2919 February 1898 4-6-0 18x24-56"  
 Flint & Pere Marquette #98  
 January 1900 sold to Pere Marquette T-3 #171  
 rebuilt  
 63" drivers  
 November 1927 scrapped  
 AAT

2920 February 1898 4-6-0 18x24-56"  
 Flint & Pere Marquette #100  
 January 1900 sold to Pere Marquette T-3 #173  
 rebuilt  
 63" drivers  
 November 1927 scrapped  
 AAT

2921 February 1898 0-6-0 18x24-48"  
 Union Railroad #29; Hall, Pennsylvania  
 by August 1905 off roster  
 AAT

2922 February 1898 0-6-0 18x24-48"  
 Union Railroad #30; Hall, Pennsylvania  
 June 1917 in service  
 AAT

2923 March 1898 4-6-0 20x26-63"  
 Wisconsin Central #221 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2619  
 November 1932 dismantled  
 AAT, WCA, WCZ

2924 March 1898 4-6-0 20x26-63"  
 Wisconsin Central #222 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2620  
 August 1933 dismantled  
 AAT, WCA, WCZ

2925 March 1898 4-6-0 20x26-63"  
Wisconsin Central #223 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2621  
July 1948 dismantled  
AAT, WCA, WCZ

2926 March 1898 4-6-0 20x26-63"  
Wisconsin Central #224 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2622  
June 1940 dismantled  
AAT, WCA, WCZ

2927 March 1898 4-6-0 20x26-63"  
Wisconsin Central #225 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2623  
April 1946 dismantled  
AAT, WCA, WCZ

2928 March 1898 4-6-0 20x26-63"  
Wisconsin Central #226 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2624  
June 1948 dismantled  
AAT, WCA, WCZ

2929 March 1898 4-6-0 19x26-69"  
Wisconsin Central #227 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-23 #2625  
November 1932 dismantled  
AAT, WCA, WCZ

2930 March 1898 4-6-0 19x26-69"  
Wisconsin Central #228 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-23 #2626  
June 1952 sold as scrap to The Purdy Company  
AAT, WCA, WCZ

2931 March 1898 4-6-0 19x26-69"  
Wisconsin Central #229 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-23 #2627  
November 1936 dismantled  
AAT, WCA, WCZ

2932 March 1898 4-6-0 19x26-69"  
Wisconsin Central #230 (1<sup>st</sup>)  
June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-23 #2628  
July 1930 dismantled  
AAT, WCA, WCZ

2933 March 1898 4-4-0 18x24-67"  
Long Island Rail Road #6 (2<sup>nd</sup>)  
1898 to Long Island Rail Road D-55a #77  
June 1916 in service  
AAT

2934 March 1898 4-4-0 18x24-67"  
Long Island Rail Road #8  
1898 to Long Island Rail Road D-55a #78  
October 1925 scrapped  
AAT

2935 March 1898 4-4-0 18x24-67"  
Long Island Rail Road #33  
1898 to Long Island Rail Road D-55a #79  
June 1916 in service  
AAT

2936 March 1898 4-4-0 18x24-67"  
Long Island Rail Road #34  
1898 to Long Island Rail Road D-55a #80  
June 1916 in service  
AAT

2937 March 1898 4-4-0 18x24-67"  
Long Island Rail Road #42  
1898 to Long Island Rail Road D-55a #81  
June 1916 in service  
AAT

2938 March 1898 2-6-0 20x26-56"  
 Pittsburgh, Bessemer & Lake Erie #65  
 April 1901 sold to Bessemer & Lake Erie M-3a #65  
 1936 scrapped  
 AAT

2939 March 1898 2-6-0 20x26-56"  
 Pittsburgh, Bessemer & Lake Erie #66  
 April 1901 sold to Bessemer & Lake Erie M-3a #66  
 1936 scrapped  
 AAT

2940 March 1898 2-6-0 20x26-56"  
 Pittsburgh, Bessemer & Lake Erie #67  
 April 1901 sold to Bessemer & Lake Erie M-3a #67  
 1936 scrapped  
 AAT

2941 March 1898 2-6-0 20x26-56"  
 Pittsburgh, Bessemer & Lake Erie #68  
 April 1901 sold to Bessemer & Lake Erie M-3a #68  
 1929 scrapped  
 AAT

2942 April 1898 4-6-0 20x24-56"  
 Mexico, Cuernavaca & Pacific #8  
 1902 sold to Mexican Central F-3 #643  
 1909 sold to National de Mexico #302  
 1930 to National de Mexico #813  
 AAT

2943 April 1898 4-6-0 18x24-57"  
 Washington County #4  
 1906 to Washington County #31  
 July 1911 sold to Maine Central G-3 #110 (2<sup>nd</sup>)  
 November 1918 scrapped  
 AAT

2944 April 1898 4-6-0 18x24-56"  
 Washington County #5  
 1906 to Washington County #32  
 July 1911 sold to Maine Central G-3 #112  
 April 1924 rebuilt  
 March 1935 scrapped  
 AAT

2945 April 1898 4-6-0 18x24-57"  
 Washington County #6  
 1906 to Washington County #33  
 July 1911 sold to Maine Central G-3 #113 (2<sup>nd</sup>)  
 September 1921 rebuilt  
 March 1935 scrapped  
 AAT

2946 April 1898 4-6-0 18x24-57"  
 Washington County #7  
 1905 to Washington County #34  
 July 1911 sold to Maine Central G-3 #114 (2<sup>nd</sup>)  
 January 1922 rebuilt  
 June 1947 scrapped  
 AAT

2947 April 1898 4-6-0 18x24-57"  
 Washington County #8  
 1907 to Washington County #35  
 July 1911 sold to Maine Central G-3 #115 (2<sup>nd</sup>)  
 September 1924 rebuilt  
 August 1935 scrapped  
 AAT

2948 April 1898 4-4-0 18x24-62"  
 Washington County #1  
 1906 to Washington County #21  
 July 1911 sold to Maine Central H #117 (2<sup>nd</sup>)  
 September 1921 scrapped  
 AAT

2949 April 1898 4-4-0 18x24-62"  
 Washington County #2  
 1905 to Washington County #22  
 July 1911 sold to Maine Central H #118 (2<sup>nd</sup>)  
 February 1920 scrapped  
 AAT

2950 April 1898 4-4-0 18x24-62"  
 Washington County #3  
 1907 to Washington County #23  
 July 1911 sold to Maine Central H #119 (2<sup>nd</sup>)  
 September 1921 scrapped  
 AAT

2951 April 1898 2-8-0 3' gauge 16x20-37"  
 Colorado & Northwestern #30; Boulder, Colorado  
 April 1909 sold to Denver, Boulder & Western #30; Boulder, Colorado  
 September 1919 sold to Morse Brothers (dealer)  
 February 1921 sold to Colorado & Southern B-4f #74  
 November 1948 sold to Morse Brothers (dealer)  
 November 1948 sold to Rio Grande Southern B-4F #74  
 July 1952 donated to Boulder, Colorado  
 on display at Central Park  
 AAT

2952 April 1898 2-6-0 14x22-42"  
 Itaska Lumber Company #2 "Itaska"  
 sold to Minneapolis & Rainy River #2  
 sold to Birmingham Rail & Locomotive "Deep River"  
 April 22, 1918 sold to Hemphill Lumber Company; Kennett, Missouri  
 AAT

2953 April 1898 4-6-0 18x24-56" Order B224  
 Saint Louis, Indianapolis & Eastern #40  
 November 1899 sold to Illinois & Indiana #40  
 Illinois & Indiana #17  
 January 1900 sold to Illinois Central Railroad T-56 #296 (2<sup>nd</sup>)  
 1914 to Illinois Central Railroad T-56 #2296  
 May 1935 retired from service  
 AAT, ICR

2954 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #150  
 1899 to Eastern Railway of Minnesota #1000  
 May 1902 to Great Northern E-10 #1000 (1<sup>st</sup>)  
 April 1929 scrapped  
 AAT, KJB

2955 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #151  
 1899 to Eastern Railway of Minnesota #1001  
 May 1902 to Great Northern E-10 #1001 (1<sup>st</sup>)  
 November 1928 scrapped  
 AAT, KJB

2956 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #152  
 1899 to Eastern Railway of Minnesota #1002  
 May 1902 to Great Northern E-10 #1002 (1<sup>st</sup>)  
 May 1929 scrapped  
 AAT, KJB

2957 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #153  
 1899 to Eastern Railway of Minnesota #1003  
 May 1902 to Great Northern E-10 #1003 (1<sup>st</sup>)  
 October 1936 scrapped  
 AAT, KJB

2958 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #154  
 1899 to Eastern Railway of Minnesota #1004  
 May 1902 sold to Great Northern Railway E-10 #1004  
 March 1932 scrapped  
 AAT

2959 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #155  
 1899 to Eastern Railway of Minnesota #1005  
 May 1902 to Great Northern Railway E-10 #1005 (1<sup>st</sup>)  
 December 1929 retired from service  
 AAT, KJB

2960 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #156  
 1899 to Eastern Railway of Minnesota #1006  
 May 1902 to Great Northern E-10 #1006 (1<sup>st</sup>)  
 October 1930 retired from service  
 AAT, KJB

2961 May 1898 4-6-0 20x30-63"  
 Eastern Railway of Minnesota #157  
 1899 to Eastern Railway of Minnesota #1007  
 May 1902 to Great Northern E-10 #1007 (1<sup>st</sup>)  
 1927 retired from service  
 February 1928 scrapped  
 AAT, KJB

2962 May 1898 4-8-0 21x26-55"  
 Chicago, Indianapolis & Louisville #200  
 1911 to Chicago, Indianapolis & Louisville E-1 #220  
 October 1925 rebuilt  
 Chicago, Indianapolis & Louisville E-1a #220  
 April 1946 scrapped  
 AAT

2963 May 1898 4-8-0 21x26-55"  
 Chicago, Indianapolis & Louisville #201  
 1911 to Chicago, Indianapolis & Louisville E-1 #221  
 January 1923 rebuilt  
 Chicago, Indianapolis & Louisville E-1a #221  
 April 1946 scrapped  
 AAT

2964 May 1898 4-8-0 21x26-55"  
 Chicago, Indianapolis & Louisville #202  
 1911 to Chicago, Indianapolis & Louisville E-1 #222  
 April 1925 rebuilt  
 Chicago, Indianapolis & Louisville E-1b #222  
 February 1947 scrapped  
 AAT

2965 June 1898 4-8-0 21x26-55"  
 Chicago, Indianapolis & Louisville #203  
 1911 to Chicago, Indianapolis & Louisville E-1 #223  
 October 1923 rebuilt  
 Chicago, Indianapolis & Louisville E-1a #223  
 May 1946 scrapped  
 AAT

2966 June 1898 4-8-0 21x26-55"  
 Chicago, Indianapolis & Louisville #204  
 1911 to Chicago, Indianapolis & Louisville E-1 #224  
 May 1925 rebuilt  
 Chicago, Indianapolis & Louisville E-1b #224  
 February 1947 scrapped  
 AAT

2967 May 1898 2-6-0 18x24-51"  
 Duluth, Mississippi River & Northern #8  
 May 1899 sold to Eastern Railway of Minnesota #230  
 sold to A. Guthrie & Company  
 AAT

2968 June 1898 4-6-0 18x24-63"  
 Duluth, Mississippi River & Northern #9  
 May 1899 sold to Eastern Railway of Minnesota #231  
 1902 to Eastern Railway of Minnesota #991  
 1902 to Great Northern 27b #991 (1<sup>st</sup>)  
 November 1902 sold to Isaac Joseph Company (dealer)  
 sold to Saint Louis, Memphis & Southeastern #698  
 1905 to Saint Louis & San Francisco #698  
 to Saint Louis & San Francisco #2698  
 AAT, KJB

2969 June 1898 2-8-0 3' gauge 16x20-37"  
 Colorado & Northwestern #31  
 April 1909 sold to Denver, Boulder & Western #31  
 1919 sold to Morse Brothers (dealer)  
 February 1921 sold to Colorado & Southern B-4 #75  
 March 1945 sold to Morse Brothers (dealer)  
 1948 sold to Cerro de Pasco Corporation (Huancayo a Huancavelica) #75;  
 Lima, Peru  
 1960-1965 scrapped  
 AAT

2970 June 1898 2-8-0 3' gauge 16x20-37"  
 Colorado & Northwestern #32  
 1908 rebuilt  
 April 1909 sold to Denver, Boulder & Western #32  
 1919 sold to Morse Brothers (dealer)  
 February 1921 sold to Colorado & Southern B-4 #76  
 March 1945 sold to Morse Brothers (dealer)  
 1948 sold to Cerro de Pasco Corporation (Huancayo a Huancavelica) #76;  
 Lima, Peru  
 1960-1965 scrapped  
 AAT

2971 June 1898 0-6-0 19x26-49"  
 Eastern Railway of Minnesota #7  
 1899 to Eastern Railway of Minnesota #68  
 May 1902 sold to Great Northern Railway A-7 #68 (2<sup>nd</sup>)  
 February 1934 sold as scrap to Duluth Iron & Metals Company  
 AAT, KJB

2972 June 1898 06-0 19x26-49"  
 Eastern Railway of Minnesota #8  
 1899 to Eastern Railway of Minnesota #69  
 May 1902 sold to Great Northern Railway A-7 #69 (2<sup>nd</sup>)  
 February 1934 sold as scrap to Duluth Iron & Metals Company  
 AAT, KJB

2973 June 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #300  
 1899 to Eastern Railway of Minnesota #700  
 May 1902 sold to Great Northern G-2 #700 (1<sup>st</sup>)  
 October 1931 retired from service  
 October 1932 scrapped by Duluth Iron & Metals Company  
 AAT, KJB

2974 June 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #301  
 1899 to Eastern Railway of Minnesota #701  
 May 1902 sold to Great Northern Railway G-2 #701 (1<sup>st</sup>)  
 1902 rebuilt  
 2-8-0  
 Great Northern Railway F-3 #701 (1<sup>st</sup>)  
 May 1939 sold as scrap to Paper Calmenson & Company  
 AAT, KJB

2975 June 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #302  
 1899 to Eastern Railway of Minnesota #702  
 May 1902 sold to Great Northern Railway G-2 #702 (1<sup>st</sup>)  
 August 1928 scrapped  
 AAT, KJB

2976 June 1898 4-4-0 18x24-62"  
 Chihuahua al Pacifico #1; Mexico  
 sold to Mexico Northwestern #1  
 AAT

2977 June 1898 2-8-0 18x26-50"  
 Chihuahua al Pacifico #30; Mexico  
 sold to Mexico Northwestern #30  
 AAT

2978 June 1898 2-8-0 18x26-50"  
 Chihuahua al Pacifico #31; Mexico  
 sold to Mexico Northwestern #31  
 AAT

2979 June 1898 2-8-0 18x26-50"  
 Chihuahua al Pacifico #32; Mexico  
 sold to Mexico Northwestern #32  
 AAT

2980 June 1898 2-8-0 18x26-50"  
 Chihuahua al Pacifico #33; Mexico  
 sold to Mexico Northwestern #33  
 AAT

2981 June 1898 2-6-0 3' gauge 15x18-38"  
 Tionesta Valley #6  
 1937 scrapped  
 AAT

2982 June 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #303 (2<sup>nd</sup>)  
 1899 to Eastern Railway of Minnesota #703  
 May 1902 sold to Great Northern Railway G-2 #703 (1<sup>st</sup>)  
 August 1928 scrapped  
 AAT, KJB

2983 June 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #304  
 1899 to Eastern Railway of Minnesota #704  
 May 1902 sold to Great Northern Railway G-2 #704 (1<sup>st</sup>)  
 1927 retired from service  
 April 1928 scrapped  
 AAT, KJB

2984 June 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #305  
 1899 to Eastern Railway of Minnesota #705  
 May 1902 sold to Great Northern Railway G-2 #705 (1<sup>st</sup>)  
 February 1932 scrapped  
 AAT, KJB

2985 June 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #306  
 1899 to Eastern Railway of Minnesota #706  
 May 1902 sold to Great Northern Railway G-2 #706 (1<sup>st</sup>)  
 December 1930 retired from service  
 1932 scrapped  
 AAT, KJB

2986 July 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #307  
 1899 to Eastern Railway of Minnesota #707  
 May 1902 sold to Great Northern Railway G-2 #707 (1<sup>st</sup>)  
 October 1932 scrapped (KJB says October 1931)  
 AAT, KJB

2987 July 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #308  
 1899 to Eastern Railway of Minnesota #708  
 May 1902 sold to Great Northern Railway G-2 #708 (1<sup>st</sup>)  
 June 1932 scrapped  
 AAT, KJB

2988 July 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #309  
 1899 to Eastern Railway of Minnesota #709  
 May 1902 sold to Great Northern Railway G-2 #709 (1<sup>st</sup>)  
 April 1928 scrapped  
 AAT, KJB

2989 July 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #310  
 1899 to Eastern Railway of Minnesota #710  
 May 1902 sold to Great Northern Railway G-2 #710 (1<sup>st</sup>)  
 November 1930 retired from service  
 August 1932 scrapped  
 AAT, KJB

2990 July 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #311  
 1899 to Eastern Railway of Minnesota #711  
 May 1902 sold to Great Northern Railway G-2 #711 (1<sup>st</sup>)  
 July 1932 scrapped  
 AAT, KJB

2991 July 1898 4-4-0 18x24-62"  
 Pecos Valley & Northeastern #7  
 June 1907 sold to Eastern Railway of New Mexico #7  
 January 1912 sold to Atchison, Topeka & Santa Fe #0242  
 July 1917 scrapped  
 AAT

2992 July 1898 4-4-0  
 Pecos Valley & Northeastern #8  
 July 1907 sold to Eastern Railway of New Mexico #8  
 January 1912 sold to Atchison, Topeka & Santa Fe #0243  
 January 1916 scrapped  
 AAT

2993 July 1898 0-6-0 19x24-50"  
 Buffalo, Rochester & Pittsburgh F-2 #151  
 1916 scrapped  
 AAT

2994 July 1898 4-4-0 3'6" gauge 14x24-60"  
 Hankaku Railway #8; Japan  
 AAT

2995 July 1898 4-4-0 3'6" gauge 14x24-60"  
 Hankaku Railway #9; Japan  
 AAT

2996 July 1898 4-4-0 3'6" gauge 14x24-60"  
 Hankaku Railway #10; Japan  
 AAT

2997 July 1898 2-6-2T 3'6" gauge 15x22-52"  
 Hankaku Railway #6; Japan  
 AAT

2998 July 1898 2-6-2T 3'6" gauge 15x22-52"  
 Hankaku Railway #7; Japan  
 AAT

2999 July 1898 4-8-0 21x34-55"  
 Montana Central #102  
 1899 sold to Great Northern Railway G-5 #802 (1<sup>st</sup>)  
 March 1929 scrapped  
 AAT, KJB

3000 July 1898 4-8-0 21x34-55"

Montana Central #103

1899 sold to Great Northern Railway G-5 #803 (1<sup>st</sup>)

January 1930 retired from service

September 1932 scrapped

AAT, KJB

3001 July 1898 4-8-0 21x34-55"

Montana Central #104

1899 sold to Great Northern Railway G-5 #804 (1<sup>st</sup>)

March 1929 scrapped

AAT, KJB

3002 July 1898 4-8-0 21x34-55"

Montana Central #105

1899 sold to Great Northern Railway G-5 #805 (1<sup>st</sup>)

February 1934 sold as scrap to Duluth Iron & Metals

AAT, KJB

3003 July 1898 4-8-0 21x34-55"

Montana Central #106

1899 sold to Great Northern Railway G-5 #806 (1<sup>st</sup>)

1905 rebuilt

2-8-0

Great Northern Railway F-10 #806 (1<sup>st</sup>)

February 1934 sold as scrap to Paper Calmenson & Company

AAT

3004 July 1898 4-8-0 21x34-55"

Montana Central #107

1899 sold to Great Northern Railway G-5 #807 (1<sup>st</sup>)

October 1936 scrapped

AAT, KJB

3005 August 1898 4-6-0 18x24-56"

Toledo & Ohio Central #81

1901 to Toledo & Ohio Central #390

1912 sold to New York Central F-96a #9695

June 1918 sold

AAT

3006 August 1898 4-6-0 18x24-56"

Toledo & Ohio Central #82

1901 to Toledo & Ohio Central #391

1912 sold to New York Central F-96a #9696

April 1918 sold

AAT

3007 August 1898 4-6-0 18x24-56"

Toledo & Ohio Central #83

1901 to Toledo & Ohio Central #392

1912 sold to New York Central (Toledo & Ohio Central) F-96a #9697

July 1918 sold to General Equipment Company

AAT

3008 August 1898 4-6-0 18x24-56"

Toledo & Ohio Central #84

1901 to Toledo & Ohio Central #393

1912 sold to New York Central F-96a #9698

June 1918 sold

AAT

3009 August 1898 4-6-0 18x24-56"

Toledo & Ohio Central #85

1901 to Toledo & Ohio Central #394

1911 to New York Central (Toledo & Ohio Central) F-96a #9699 (1<sup>st</sup>)

1918 retired from service

AAT, BAX

3010 August 1898 4-8-0 20x26-55"

Buffalo, Rochester & Pittsburgh #147

1898 to Buffalo, Rochester & Pittsburgh S-2 #210

1920 sold to Southern Iron & Equipment Company #1552

April 17, 1920 sold to National de Mexico #1

to National de Mexico #1A

1930 to National de Mexico #2850

November 1931 retired from service

AAT

3011 August 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh #148  
 1898 to Buffalo, Rochester & Pittsburgh S-2 #211  
 December 1920 sold to Southern Iron & Equipment Company #1631  
 1921 sold to Algoma Central & Hudson Bay #26 (2<sup>nd</sup>)  
 sold to Birmingham Rail & Locomotive #211  
 to Southern Iron & Equipment Company #1909; Everett, Washington  
 September 22, 1924 sold to Sauk River Lumber #10  
 AAT

3012 August 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh #149  
 1898 to Buffalo, Rochester & Pittsburgh S-2 #212  
 February 1920 sold to Southern Iron & Equipment Company #1551  
 March 12, 1920 sold to Fort Smith & Western #36  
 April 1934 scrapped  
 AAT

3013 August 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh #150  
 1898 to Buffalo, Rochester & Pittsburgh S-2 #213  
 1920 sold to Southern Iron & Equipment Company #1573  
 April 17, 1920 sold to National de Mexico #2  
 to National de Mexico #2A  
 1930 to National de Mexico #2851  
 July 1934 retired from service  
 AAT

3014 August 1898 4-4-0 18x24-62"  
 Pecos Valley & Northeastern #9  
 July 1907 sold to Eastern Railway of New Mexico #9  
 January 1912 sold to Atchison, Topeka & Santa Fe 0242 class #0244  
 August 1916 scrapped  
 AAT

3015 August 1898 4-4-0 18x24-62"  
 Pecos Valley & Northeastern #10  
 July 1907 sold to Eastern Railway of New Mexico #10  
 January 1912 sold to Atchison, Topeka & Santa Fe 0242 class #0245  
 March 1922 scrapped  
 AAT

3016 August 1898 0-6-0 19x26-51"  
 Illinois Central Railroad S-51 #171 (2<sup>nd</sup>)  
 August 1934 sold to Lynn Sand & Gravel  
 AAT, ICR

3017 August 1898 0-6-0 19x26-51"  
 Illinois Central Railroad S-51 #172 (2<sup>nd</sup>)  
 June 1935 scrapped (ICR says May 1935)  
 AAT, ICR

3018 August 1898 0-6-0 19x26-51"  
 Illinois Central Railroad S-51 #173 (2<sup>nd</sup>)  
 August 1929 sold to Lynn Sand & Gravel Company  
 AAT, ICR

3019 August 1898 0-6-0 19x26-51"  
 Illinois Central Railroad S-51 #174 (2<sup>nd</sup>)  
 July 1935 scrapped  
 AAT, ICR

3020 August 1898 0-6-0 19x26-51"  
 Illinois Central Railroad S-51 #175 (2<sup>nd</sup>)  
 April 1937 sold to Central Sand & Gravel Company  
 AAT, ICR

3021 August 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #885  
 April 1934 scrapped  
 AAT

3022 August 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #886  
 September 1933 scrapped  
 AAT

3023 August 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #887  
 September 1933 scrapped  
 AAT

3024 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #888  
 January 1930 scrapped  
 AAT

3025 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #889  
 August 1933 scrapped  
 AAT

3026 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #890  
 September 1933 scrapped  
 AAT

3027 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #891  
 April 1928 scrapped  
 AAT

3028 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #892  
 September 1933 scrapped  
 AAT

3029 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #893  
 September 1933 scrapped  
 AAT

3030 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #894  
 September 1933 scrapped  
 AAT

3031 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #895  
 September 1933 scrapped  
 AAT

3032 September 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #896  
 February 1929 scrapped  
 AAT

3033 September 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #897  
 September 1933 scrapped  
 AAT

3034 September 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #898  
 July 1933 scrapped  
 AAT

3035 September 1898 2-8-0 21x26-55"  
 Louisville & Nashville H-16 #899  
 September 1933 scrapped  
 AAT

3036 September 1898 2-8-0 3' gauge 17x20-44"  
 American Railroad & Lumber Company #1; Mexico  
 sold to El Oro Mining & Railway #1; Mexico  
 AAT

3037 September 1898 2-8-0 3' gauge 17x20-44"  
 American Railroad & Lumber Company #2; Mexico  
 sold to El Oro Mining & Railway #2; Mexico  
 AAT

3038 September 1898 4-6-0 20x28-62"  
 Illinois Central Railroad #10 (5<sup>th</sup>)  
 June 1935 retired from service  
 boiler to #55  
 AAT, ICR

3039 September 1898 4-6-0 20x28-62"  
 Illinois Central Railroad #11 (4<sup>th</sup>)  
 1921-1924 retired from service  
 AAT, ICR

3040 September 1898 4-6-0 20x28-62"  
 Illinois Central Railroad #12 (5<sup>th</sup>)  
 1921-1924 retired from service  
 AAT, ICR

3041 September 1898 4-6-0 20x28-63"  
 Illinois Central Railroad #13 (4<sup>th</sup>)  
 00/1921 sold to N de M #849  
 (never paid for by N de M)  
 July 1957 retired from service  
 AAT, ICR

3042 September 1898 4-6-0 20x28-62"  
 Illinois Central Railroad #14 (4<sup>th</sup>)  
 00/1921 sold to N de M #850  
 (never paid for by N de M)  
 August 1853 retired from service  
 AAT, ICR

3043 September 1898 4-6-0 20x28-62"  
 Illinois Central Railroad #15 (4<sup>th</sup>)  
 00/1921 sold to N de M #851  
 (never paid for by N de M)  
 by 1946 off roster  
 AAT, ICR

3044 September 1898 4-6-0 20x28-62"  
 Illinois Central Railroad #16 (4<sup>th</sup>)  
 00/1921 sold to N de M #852  
 (never paid for by N de M)  
 December 1960 retired from service  
 AAT, ICR

3045 September 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #312  
 1899 to Eastern Railway of Minnesota #712  
 May 1902 sold to Great Northern Railway G-2 #712 (1<sup>st</sup>)  
 December 1930 retired from service  
 1932 scrapped  
 AAT, KJB

3046 September 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #313  
 1899 to Eastern Railway of Minnesota #713  
 May 1902 sold to Great Northern Railway G-2 #713 (1<sup>st</sup>)  
 November 1930 retired from service  
 1932 scrapped  
 AAT, KJB

3047 September 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #314  
 1899 to Eastern Railway of Minnesota #714  
 May 1902 sold to Great Northern Railway G-2 #714 (1<sup>st</sup>)  
 May 1928 scrapped  
 AAT, KJB

3048 September 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #315  
 1899 to Eastern Railway of Minnesota #715  
 May 1902 sold to Great Northern Railway G-2 #715 (1<sup>st</sup>)  
 May 1939 scrapped  
 AAT, KJB

3049 October 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #316  
 1899 to Eastern Railway of Minnesota #716  
 May 1902 sold to Great Northern Railway G-2 #716 (1<sup>st</sup>)  
 November 1929 retired from service  
 1932 scrapped  
 AAT, KJB

3050 October 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #317  
 1899 to Eastern Railway of Minnesota #717  
 May 1902 sold to Great Northern Railway G-2 #717 (1<sup>st</sup>)  
 December 1930 retired from service  
 1932 scrapped  
 AAT, KJB

3051 October 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #318  
 1899 to Eastern Railway of Minnesota #718  
 May 1902 sold to Great Northern Railway G-2 #718 (1<sup>st</sup>)  
 December 1938 scrapped  
 AAT, KJB

3052 October 1898 4-8-0 19x32-55"  
 Eastern Railway of Minnesota #319  
 1899 to Eastern Railway of Minnesota #719  
 May 1902 sold to Great Northern Railway G-2 #719 (1<sup>st</sup>)  
 June 1930 retired from service  
 1932 scrapped  
 AAT, KJB

3053 October 1898 4-4-0 18x24-62"  
 Pecos Valley & Northeastern #11  
 July 1907 sold to Eastern Railway of New Mexico #11  
 January 1912 sold to Atchison, Topeka & Santa Fe 0242 class #0246  
 December 1921 scrapped  
 AAT

3054 October 1898 4-4-0 18x24-62"

Pecos Valley & Northeastern #12

July 1907 sold to Eastern Railway of New Mexico #12

January 1912 sold to Atchison, Topeka & Santa Fe 0242 class #0247

December 1922 scrapped

AAT

3055 October 1898 0-6-0 19x28-49"

Montana Central #9 (2<sup>nd</sup>)

1899 sold to Great Northern Railway A-10 #85 (2<sup>nd</sup>)

1905 to Great Northern Railway A-10 #95 (2<sup>nd</sup>)

1939 scrapped

AAT, KJB

3056 October 1898 0-6-0 19x28-49"

Montana Central #27

1899 sold to Great Northern Railway A-10 #86 (2<sup>nd</sup>)

1905 to Great Northern Railway A-10 #96 (2<sup>nd</sup>)

1937 scrapped

AAT, KJB

3057 October 1898 0-6-0 19x28-49"

Montana Central #28

1899 sold to Great Northern Railway A-10 #87 (2<sup>nd</sup>)

1905 to Great Northern Railway A-10 #97 (2<sup>nd</sup>)

1937 scrapped

AAT, KJB

3058 October 1898 0-6-0T 3'6" gauge 15x22-52"

Nanwa Railway #9; Japan

AAT

3059 October 1898 0-6-0T 3'6" gauge 15x22-52"

Nanwa Railway #10; Japan

AAT

3060 October 1898 0-6-0T 3'6" gauge 15x22-52"

Nanwa Railway #11; Japan

AAT

3061 October 1898 0-6-0T 3'6" gauge 15x22-52"

Nanwa Railway #12; Japan

AAT

3062 October 1898 2-8-0 20x24-51"

Union Pacific #1312 (2<sup>nd</sup>)

December 1926 to Union Pacific #111

AAT

3063 October 1898 2-8-0 20x24-51"

Union Pacific #1313 (2<sup>nd</sup>)

1915 to Union Pacific #112

AAT

3064 October 1898 2-8-0 20x24-51"

Union Pacific #1314 (2<sup>nd</sup>)

1915 to Union Pacific #113

1949 scrapped

AAT

3065 October 1898 2-8-0 20x24-51"

Union Pacific #1315 (2<sup>nd</sup>)

1915 to Union Pacific #114

AAT

3066 October 1898 2-8-0 20x24-51" Order B60

Union Pacific #1316 (2<sup>nd</sup>)

1915 to Union Pacific #115

1926 sold to Kansas City, Mexico & Orient #115

sold to Chihuahua al Pacifico #115

AAT

3067 October 1898 2-8-0 20x24-51"

Union Pacific #1317 (2<sup>nd</sup>)

1915 to Union Pacific #116

AAT

3068 October 1898 2-8-0 20x24-51"

Union Pacific #1318 (2<sup>nd</sup>)

1915 to Union Pacific #117

1949 scrapped

AAT

3069 October 1898 2-8-0 20x24-51"

Union Pacific #1319 (2<sup>nd</sup>)

1915 to Union Pacific #118

AAT

3070 October 1898 4-4-0 18x24-62"  
 Pecos Valley & Northeastern #14  
 July 1907 sold to Eastern Railway of New Mexico #14  
 January 1912 sold to Atchison, Topeka & Santa Fe 0242 class #0248  
 January 1921 scrapped  
 AAT

3071 October 1898 4-4-0 18x24-62"  
 Pecos Valley & Northeastern #17  
 July 1907 sold to Eastern Railway of New Mexico 317  
 January 1912 sold to Atchison, Topeka & Santa Fe 0242 class #0249  
 January 1921 scrapped  
 AAT

3072 October 1898 4-6-0 19x24-56"  
 Prescott & Eastern (Santa Fe, Prescott & Phoenix) #12  
 February 1911 sold to Atchison, Topeka & Santa Fe 2421 class #2431  
 April 1922 scrapped  
 AAT

3073 October 1898 4-6-0 19x24-56"  
 Prescott & Eastern #11  
 February 1911 sold to Atchison, Topeka & Santa Fe 2421 class #2432  
 October 1927 scrapped  
 AAT

3074 October 1898 4-6-0 19x24-56"  
 Prescott & Eastern #10 (2<sup>nd</sup>)  
 February 1911 sold to Atchison, Topeka & Santa Fe 2421 class #2430  
 January 1922 scrapped  
 AAT

3075 November 1898 2-8-0 19x30-55"  
 Oregon Railroad & Navigation #200 (1<sup>st</sup>)  
 December 1899 sold to Snake River Valley #200; Wallula, Washington  
 December 1910 sold to Oregon Railway & Navigation #240  
 1912 to Oregon Railway & Navigation #327  
 1915 sold to Union Pacific #707  
 AAT

3076 November 1898 2-8-0 19x30-55"  
 Oregon Railroad & Navigation #201 (1<sup>st</sup>)  
 December 1899 sold to Snake River Valley #201; Wallula, Washington  
 December 1910 sold to Oregon Railway & Navigation #241  
 1912 to Oregon Railway & Navigation #328  
 1915 sold to Union Pacific #708  
 AAT

3077 November 1898 2-8-0 19x30-55"  
 Oregon Railroad & Navigation #202 (1<sup>st</sup>)  
 December 1899 sold to Snake River Valley #202; Wallula, Washington  
 December 1910 sold to Oregon Railway & Navigation #242  
 1912 to Oregon Railway & Navigation #329  
 1915 sold to Union Pacific #709  
 AAT

3078 November 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #200  
 1919 sold to Southern Iron & Equipment Company #1472  
 February 23, 1920 sold to Fort Smith & Western #35  
 November 1936 scrapped  
 AAT

3079 November 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #201  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #201  
 1919 sold to Southern Iron & Equipment Company #1474  
 April 17, 1920 sold to National de Mexico #5  
 to National de Mexico #5B  
 1930 retired from service  
 AAT

3080 November 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #202  
 1921 sold to Southern Iron & Equipment Company #1678  
 July 11, 1923 sold to Gainesville Midland #105  
 June 1928 sold to Southern Iron & Equipment Company #2229  
 scrapped  
 AAT

3081 November 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #203  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #203  
 1919 sold to Cumberland & Manchester #53  
 1923 sold to Cincinnati, Indianapolis & Western #315  
 to Cincinnati, Indianapolis & Western #321  
 May 1927 sold to Baltimore & Ohio E-42 #435 (3<sup>rd</sup>)  
 December 1928 retired from service  
 AAT

3082 November 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #204  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #204  
 May 1920 sold to Southern Iron & Equipment Company #1590  
 June 25, 1920 sold to Cia. De Tlahualilo #2  
 AAT

3083 November 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #205  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #205  
 May 1920 sold to Southern Iron & Equipment Company #1589  
 September 20, 1920 sold to Anglo American Petroleum Company #2126;  
 Mexico  
 1926 sold to Petroleos Mexicanos #2126; Mexico  
 AAT

3084 November 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #206  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #206  
 1913 sold to Genesee & Wyoming #11  
 post-June 1917 scrapped  
 AAT

3085 November 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #207  
 1919 sold to Southern Iron & Equipment Company #1473  
 January 20, 1920 sold to Toledo, Angola & Western #20  
 AAT

3086 November 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #208  
 rebuilt  
 2-8-0 18x24-55"  
 Buffalo, Rochester & Pittsburgh S-2r #208  
 April 1920 sold to Southern Iron & Equipment Company #1575  
 April 17, 1920 sold to Anglo Mexican Petroleum #2145; Mexico  
 sold to National de Mexico #2145A  
 to National de Mexico #2852  
 AAT

3087 November 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #209  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #209  
 1921 sold to Southern Iron & Equipment Company #1698  
 May 10, 1923 sold to National de Mexico #6  
 to National de Mexico #6A  
 1927 retired from service  
 possibly sold to Southern Iron & Equipment (said to be there in 1938)  
 AAT

3088 November 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #136 (2<sup>nd</sup>)  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #136  
 1918 sold to Southern Iron & Equipment Company #1274  
 September 24, 1918 sold to Susquehanna & New York #109 (3<sup>rd</sup>); West  
 Williamsport, New York  
 AAT

3089 November 1898 0-6-0 18x24-50"  
 Saint Louis National Stockyards #4  
 May 1919 sold to East Saint Louis Junction #4  
 AAT

3090 December 1898 2-6-0 19x26-57"  
 Allegheny & Kinzua (not delivered)  
 diverted to Flint & Pere Marquette #101  
 rebuilt  
 18x30-57"  
 January 1900 sold to Pere Marquette #210 (1<sup>st</sup>)  
 1902 to Pere Marquette M-1 #223  
 December 1937 scrapped  
 AAT

3091 December 1898 2-6-0 19x26-57"  
 Allegheny & Kinzua (not delivered)  
 diverted to Flint & Pere Marquette #102  
 to Flint & Pere Marquette #211  
 rebuilt  
 18x30-57"  
 January 1900 sold to Pere Marquette #211 (1<sup>st</sup>)  
 1902 to Pere Marquette M-1 #224  
 March 1934 scrapped  
 AAT

3092 December 1898 2-6-0 19x26-57"  
 Allegheny & Kinzua (not delivered)  
 diverted to Flint & Pere Marquette #103  
 to Flint & Pere Marquette #212  
 rebuilt  
 18x30-57"  
 January 1900 sold to Pere Marquette #212 (1<sup>st</sup>)  
 1902 to Pere Marquette M-1 #225  
 February 1914 sold to Droney  
 February 1914 sold to Escanaba & Lake Superior #4  
 August 1915 sold to Helena Land & Lumber  
 AAT

3093 December 1898 2-6-0 19x26-57"  
 Allegheny & Kinzua (not delivered)  
 diverted to Flint & Pere Marquette #104  
 to Flint & Pere Marquette #213  
 rebuilt  
 18x30-57"  
 January 1900 sold to Pere Marquette #213 (1<sup>st</sup>)  
 1902 to Pere Marquette M-1 #226  
 December 1929 scrapped  
 AAT

3094 December 1898 2-6-0 19x26-57"  
 Allegheny & Kinzua (not delivered)  
 diverted to Flint & Pere Marquette #105  
 to Flint & Pere Marquette #214  
 rebuilt  
 18x30"  
 January 1900 sold to Pere Marquette #214 (1<sup>st</sup>)  
 1902 to Pere Marquette M-1 #227  
 February 1934 scrapped  
 AAT

3095 December 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #137 (2<sup>nd</sup>)  
 May 1920 sold to Southern Iron & Equipment Company #1586  
 May 4, 1921 sold to Beaumont Export & Import; Beaumont, Texas  
 circa 1921 sold to National de Mexico #2145A  
 1930 to National de Mexico #2852  
 November 1931 retired from service  
 AAT

3096 December 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #147 (2<sup>nd</sup>)  
 May 1920 sold to Southern Iron & Equipment Company #1587  
 December 14, 1922 sold to Wichita Falls, Ranger & Fort Worth #201  
 AAT

3097 December 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #148 (2<sup>nd</sup>)  
 June 1920 sold to Southern Iron & Equipment Company #1588  
 June 11, 1920 sold to Ashley Drew & Northern #115; Crossett, Arkansas  
 AAT

3098 December 1898 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #149 (2<sup>nd</sup>)  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #149  
 December 1922 sold to Southern Iron & Equipment Company #1775  
 July 8, 1924 sold to Helena Southwestern #202; West Helena, Arkansas  
 December 1927 in service  
 AAT

3099 December 1898 4-4-0 17x24-62"  
 Pecos Valley & Northeastern #15  
 July 1907 sold to Eastern Railway of New Mexico #15  
 January 1912 sold to Atchison, Topeka & Santa Fe 0238 class #0238  
 November 1914 scrapped  
 AAT

3100 December 1898 4-4-0 17x24-62"  
 Pecos Valley & Northeastern #16  
 July 1907 sold to Eastern Railway of New Mexico #16  
 January 1912 sold to Atchison, Topeka & Santa Fe 0239 class #0239  
 September 1913 sold to Leavenworth & Topeka #1  
 (railroad abandoned in 1931)  
 AAT

3101 December 1898 2-8-0 21x28-51"  
 Long Island Rail Road H-51 #151  
 March 1928 scrapped  
 AAT

3102 December 1898 2-8-0 21x28-51"  
 Long Island Rail Road H-51 #152  
 May 1928 scrapped  
 AAT

3103 January 1899 2-8-0 21x28-51"  
 Long Island Rail Road H-51 #153  
 September 1928 scrapped  
 AAT

3104 December 1898 4-6-0 18x26-56"  
 Buffalo, Rochester & Pittsburgh T-2 #190  
 rebuilt  
 Southern valve gear  
 Buffalo, Rochester & Pittsburgh T-2r #190  
 April 1923 sold to Southern Iron & Equipment Company #1814  
 May 10, 1923 sold to Kirby Lumber Company #101  
 1952 scrapped  
 AAT

3105 December 1898 4-6-0 18x26-56"  
 Buffalo, Rochester & Pittsburgh T-2 #191  
 April 1908 wrecked  
 rebuilt  
 Walschaerts valve gear, 19" bore  
 April 1923 sold to Southern Iron & Equipment Company #1816  
 May 29, 1923 sold to Donahoo Construction Company #5; Jacksonville, Florida  
 1926 repossessed  
 Southern Iron & Equipment Company #2135  
 presumed scrapped (no record of resale)  
 AAT

3106 December 1898 4-6-0 18x26-56"  
 Buffalo, Rochester & Pittsburgh T-2 #192  
 rebuilt  
 Walschaerts valve gear  
 1920 sold to Southern Iron & Equipment Company #1572  
 April 17, 1920 sold to National de Mexico #16  
 to National de Mexico #16A  
 1930 to National de Mexico #738  
 by 1946 off roster  
 AAT

3107 December 1898 4-6-0 18x26-56"  
 Buffalo, Rochester & Pittsburgh T-2 #193  
 rebuilt  
 Southern valve gear  
 Buffalo, Rochester & Pittsburgh T-2r #193  
 April 1923 sold to Southern Iron & Equipment Company #1815  
 1950 scrapped by SI&E  
 AAT

3108 December 1898 4-6-0 18x26-69"  
 Buffalo, Rochester & Pittsburgh T-2 #194  
 February 1920 sold to Southern Iron & Equipment Company #2561  
 rebuilt  
 56" drivers  
 1923 sold to Delaware & Northern #8  
 AAT

3109 January 1899 0-6-0 19x26-52"  
 Lake Shore & Michigan Southern #1  
 1901 to Lake Shore & Michigan Southern W #350  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
 #4350 (1<sup>st</sup>)  
 rebuilt  
 0-6-0T  
 November 1923 scrapped  
 AAT, BAX

3110 January 1899 0-6-0 19x26-52"  
 Lake Shore & Michigan Southern #83  
 1901 to Lake Shore & Michigan Southern W #351  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
 #4351 (1<sup>st</sup>)  
 May 1919 sold to Ohio Quarries Company  
 AAT, BAX

3111 January 1899 0-6-0 19x26-52"  
 Lake Shore & Michigan Southern #104  
 1901 to Lake Shore & Michigan Southern W #352  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
 #4352 (1<sup>st</sup>)  
 January 1924 scrapped  
 AAT, BAX

3112 January 1899 0-6-0 19x26-52"  
 Lake Shore & Michigan Southern #115  
 1901 to Lake Shore & Michigan Southern W #353  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
 #4353 (1<sup>st</sup>)  
 October 1919 sold to General Equipment Company  
 1919 sold to Valley Mould & Iron Company  
 AAT, BAX

3113 January 1899 0-6-0 19x26-52"  
 Lake Shore & Michigan Southern #138  
 1901 to Lake Shore & Michigan Southern W #354  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
 #4354 (1<sup>st</sup>)  
 May 1920 sold to Wickwire Spencer Steel Company  
 AAT, BAX

3114 January 1899 0-6-0 19x26-52"  
 Lake Shore & Michigan Southern #147  
 1901 to Lake Shore & Michigan Southern W #355  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
 #4355 (1<sup>st</sup>)  
 December 1922 scrapped  
 AAT, BAX

3115 January 1899 0-6-0 19x26-52"  
 Lake Shore & Michigan Southern #165  
 1901 to Lake Shore & Michigan Southern W #356  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
 #4356 (1<sup>st</sup>)  
 April 1919 sold to Ohio Quarries Company  
 AAT, BAX

3116 January 1899 0-6-0 19x26-52"  
 Lake Shore & Michigan Southern #215  
 1901 to Lake Shore & Michigan Southern W #357  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
 #4357 (1<sup>st</sup>)  
 September 1920 sold to General Equipment Company  
 1920 sold to Otis Steel Company #6  
 AAT, BAX

3117 January 1899 0-6-0 19x26-52"  
 Lake Shore & Michigan Southern #250  
 1901 to Lake Shore & Michigan Southern W #358  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
 #4358 (1<sup>st</sup>)  
 November 1923 scrapped  
 AAT, BAX

3118 January 1899 0-6-0 19x26-52"  
 Lake Shore & Michigan Southern #252  
 1901 to Lake Shore & Michigan Southern W #359  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
     #4359 (1<sup>st</sup>)  
 October 1922 scrapped  
 AAT, BAX

3119 January 1899 0-6-0 19x26-52"  
 Lake Shore & Michigan Southern #253  
 1901 to Lake Shore & Michigan Southern W #360  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
     #4360 (1<sup>st</sup>)  
 November 1919 sold to General Equipment Company  
 AAT, BAX

3120 January 1899 0-6-0 19x26-52"  
 Lake Shore & Michigan Southern #268  
 1901 to Lake Shore & Michigan Southern W #361  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
     #4361 (1<sup>st</sup>)  
 October 1922 scrapped  
 AAT, BAX

3121 January 1899 0-6-0 19x26-52"  
 Lake Shore & Michigan Southern #273  
 1901 to Lake Shore & Michigan Southern W #362  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
     #4362 (1<sup>st</sup>)  
 June 1922 sold to Empire Car Company  
 August 1922 scrapped  
 AAT, BAX

3122 January 1899 0-6-0 19x26-52"  
 Lake Shore & Michigan Southern W #288  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
     #4363 (1<sup>st</sup>)  
 December 1922 scrapped  
 AAT, BAX

3123 January 1899 0-6-0 19x26-52"  
 Lake Shore & Michigan Southern #294  
 1901 to Lake Shore & Michigan Southern W #364  
 1905 sold to New York Central (Lake Shore & Michigan Southern) B-53  
     #4364 (1<sup>st</sup>)  
 August 1919 sold to Western Equipment Company  
 AAT, BAX

3124 January 1899 2-8-0 20½x28-57"  
 Lake Shore & Michigan Southern #296  
 1901 to Lake Shore & Michigan Southern A #301  
 1903 sold to Lake Erie & Western A #301  
 1905 sold to New York Central (Lake Erie & Western) G-41 #5501 (1<sup>st</sup>)  
 October 1919 rebuilt  
 April 1924 sold to New York, Chicago & Saint Louis G-41 #400 (2<sup>nd</sup>)  
 March 1933 retired from service  
 AAT, BAX

3125 January 1899 2-8-0 20½x28-57"  
 Lake Shore & Michigan Southern #297  
 1901 to Lake Shore & Michigan Southern A #303  
 1903 sold to Lake Erie & Western A #303  
 1905 sold to New York Central (Lake Erie & Western) G-41 #5503 (1<sup>st</sup>)  
 September 1918 rebuilt  
 1924 sold to New York, Chicago & Saint Louis G-41 #402 (2<sup>nd</sup>)  
 March 1933 retired from service  
 AAT, BAX

3126 January 1899 2-8-0 20½x28-57"  
 Lake Shore & Michigan Southern #299  
 1901 to Lake Shore & Michigan Southern A #306  
 1903 sold to Lake Erie & Western A #306  
 1905 sold to New York Central (Lake Erie & Western) G-41 #5506 (1<sup>st</sup>)  
 November 1920 rebuilt  
 1924 sold to New York, Chicago & Saint Louis G-41 #404  
 March 1933 retired from service  
 AAT

3127 January 1899 2-8-0 20½x28-57"  
 Lake Shore & Michigan Southern A #300  
 1903 sold to Lake Erie & Western A #300  
 1905 sold to New York Central (Lake Erie & Western) G-41 #5500 (1<sup>st</sup>)  
 September 1921 scrapped  
 AAT

3128 January 1899 2-8-0 20½x28-57"  
 Lake Shore & Michigan Southern A #302  
 1903 sold to Lake Erie & Western A #302  
 1905 sold to New York Central (Lake Erie & Western) G-41 #5502 (1<sup>st</sup>)  
 October 1920 rebuilt  
 April 1924 sold to New York, Chicago & Saint Louis G-41 #401 (2<sup>nd</sup>)  
 March 1933 retired from service  
 AAT, BAX

3129 January 1899 2-8-0 20½x28-57"  
 Lake Shore & Michigan Southern A #304  
 1903 sold to Lake Erie & Western A #304  
 1905 to New York Central (Lake Erie & Western) G-41 #5504 (1<sup>st</sup>)  
 September 1918 rebuilt  
 June 1922 scrapped  
 AAT, BAX

3130 January 1899 2-8-0 20½x28-57"  
 Lake Shore & Michigan Southern A #305  
 1903 sold to Lake Erie & Western A #305  
 1905 sold to New York Central (Lake Erie & Western) G-41 #5505 (1<sup>st</sup>)  
 January 1919 rebuilt  
 April 1924 sold to New York, Chicago & Saint Louis G-41 #403 (2<sup>nd</sup>)  
 March 1933 retired from service  
 AAT, BAX

3131 February 1899 2-8-0 20½x28-57"  
 Lake Shore & Michigan Southern A #309  
 1903 sold to Lake Erie & Western A #309  
 1905 sold to New York Central G-41 #5509  
 September 1918 rebuilt  
 April 1924 sold to New York, Chicago & Saint Louis G-41 #405 (2<sup>nd</sup>)  
 March 1933 retired from service  
 AAT

3132 February 1899 2-8-0 20½x28-57"  
 Lake Shore & Michigan Southern A #310  
 1903 sold to Lake Erie & Western A #310  
 1905 sold to New York Central G-41 #5510  
 October 1918 rebuilt  
 April 1924 sold to New York, Chicago & Saint Louis G-41 #406 (2<sup>nd</sup>)  
 March 1933 retired from service  
 AAT

3133 February 1899 2-8-0 20½x28-57"  
 Lake Shore & Michigan Southern A #311  
 1903 sold to Lake Erie & Western A #311  
 1905 sold to New York Central G-41 #5511  
 November 1918 rebuilt  
 1924 sold to New York, Chicago & Saint Louis G-41 #407 (2<sup>nd</sup>)  
 March 1934 scrapped  
 AAT

3134 February 1899 2-8-0 20½x28-57"  
 Lake Shore & Michigan Southern A #313  
 1903 sold to Lake Erie & Western A #313  
 1905 sold to New York Central G-41 #5513  
 May 1918 rebuilt  
 April 1924 sold to New York, Chicago & Saint Louis G-41 #408 (2<sup>nd</sup>)  
 November 1947 scrapped  
 AAT

3135 February 1899 2-8-0 20½x28-56"  
 Lake Shore & Michigan Southern #316  
 1901 to Lake Shore & Michigan Southern A #307  
 1903 sold to Lake Erie & Western A #307  
 1905 sold to New York Central G-41 #5507  
 June 1922 scrapped  
 AAT

3136 February 1899 2-8-0 20½x28-57"  
 Lake Shore & Michigan Southern #318  
 1901 to Lake Shore & Michigan Southern A #308  
 1903 sold to Lake Erie & Western A #308  
 1905 sold to New York Central G-41 #5508  
 September 1921 scrapped  
 AAT

3137 February 1899 2-8-0 20½x28-57"  
 Lake Shore & Michigan Southern #321  
 1901 to Lake Shore & Michigan Southern A #312  
 1901 sold to Lake Erie & Western A #312  
 1905 sold to New York Central G-41 #5512  
 June 1922 scrapped  
 AAT

3138 February 1899 2-8-0 20½x28-57"  
 Lake Shore & Michigan Southern #322  
 1901 to Lake Shore & Michigan Southern A #314  
 1903 sold to Lake Erie & Western A #314  
 1905 sold to New York Central G-41 #5514  
 May 1919 rebuilt  
 April 1924 sold to New York, Chicago & Saint Louis G-41 #409  
 December 1934 scrapped  
 AAT

3139 February 1899 4-6-0 19½x30-63"  
 Lake Shore & Michigan Southern #331  
 1901 to Lake Shore & Michigan Southern H #345 (3<sup>rd</sup>)  
 1905 sold to New York Central F-50 #5045  
 December 1915 scrapped  
 AAT

3140 February 1899 4-6-0 19½x30-63"  
 Lake Shore & Michigan Southern H #335  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5050 (1<sup>st</sup>)  
 January 1916 sold to Coshocton, Otsego & Eastern #3  
 January 1917 sold to Wheeling & Lake Erie G-5 #270  
 1919 to Wheeling & Lake Erie G-5 #2751  
 August 1931 retired from service  
 December 1931 scrapped  
 AAT, BAX

3141 February 1899 4-6-0 19½x30-63"  
 Lake Shore & Michigan Southern H #336  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5051 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3142 February 1899 4-6-0 19½x30-63"  
 Lake Shore & Michigan Southern H #337  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5052 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3143 February 1899 4-6-0 19½x30-63"  
 Lake Shore & Michigan Southern H #338  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5053 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3144 February 1899 4-6-0 19½x30-63"  
 Lake Shore & Michigan Southern H #339  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5054 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3145 February 1899 4-6-0 19½x30-63"  
 Lake Shore & Michigan Southern H #340  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5055 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3146 February 1899 4-6-0 19½x30-63"  
 Lake Shore & Michigan Southern H #341  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5056 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3147 February 1899 4-6-0 19½x30-62"  
 Lake Shore & Michigan Southern H #342  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5057 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3148 February 1899 4-6-0 19½x30-63"  
 Lake Shore & Michigan Southern H #343  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5058 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3149 February 1899 4-6-0 19½x30-63"  
 Lake Shore & Michigan Southern H #344  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5059 (1<sup>st</sup>)  
 December 1917 scrapped  
 AAT, BAX

3150 February 1899 4-6-0 19½x30-63"  
 Lake Shore & Michigan Southern H #346 (2<sup>nd</sup>)  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5046 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3151 February 1899 4-6-0 19½x30-63"  
 Lake Shore & Michigan Southern H #347 (2<sup>nd</sup>)  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5047 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3152 February 1899 4-6-0 19½x30-63"  
 Lake Shore & Michigan Southern H #348 (2<sup>nd</sup>)  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5048 (1<sup>st</sup>)  
 December 1915 scrapped  
 AAT, BAX

3153 February 1899 4-6-0 19½x30-63"  
 Lake Shore & Michigan Southern #351 (2<sup>nd</sup>)  
 1901 to Lake Shore & Michigan Southern H #349 (3<sup>rd</sup>)  
 1905 sold to New York Central (Lake Shore & Michigan Southern) F-50  
 #5049 (1<sup>st</sup>)  
 April 1916 sold to Lennane Brothers  
 AAT, BAX

3154 March 1899 4-6-0 20x26-63"  
 Wisconsin Central #231 (1<sup>st</sup>)  
 June 1909 sold to Minneapolis, Saint Paul & Sault Sainte Marie  
 (Wisconsin Central) E-22 #2629  
 December 1928 sold to Nekoosa Edwards Paper Company  
 AAT, WCA, WCZ

3155 March 1899 4-6-0 20x26-63"  
 Wisconsin Central #232 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2630  
 February 1947 dismantled  
 AAT, WCA, WCZ

3156 March 1899 4-6-0 20x26-63"  
 Wisconsin Central #233 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2631  
 December 1938 dismantled  
 AAT, WCA, WCZ

3157 March 1899 4-6-0 20x26-63"  
 Wisconsin Central #234 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2632  
 July 1948 dismantled  
 AAT, WCA, WCZ

3158 March 1899 4-6-0 20x26-63"  
 Wisconsin Central #235 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2633  
 March 1947 dismantled  
 AAT, WCA, WCZ

3159 March 1899 4-6-0 20x26-63"  
 Wisconsin Central #236 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2634  
 December 1928 sold to Nekoosa Edwards Paper Company  
 AAT, WCA, WCZ

3160 March 1899 4-6-0 20x26-63"  
 Wisconsin Central #237 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2635  
 December 1938 dismantled  
 AAT, WCA, WCZ

3161 March 1899 2-8-0 18x26-50"  
 Minneapolis, Saint Paul & Ashland #10  
 sold to Duluth & Northeastern #8  
 AAT

3162 March 1899 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #214  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #214  
 June 1921 sold to Railway Industrial Company (dealer); Houston, Texas  
 June 1921 sold to Gulf & Ship Island #76  
 AAT

3163 March 1899 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #215  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #215  
 1920 sold to Southern Iron & Equipment Company #1553  
 April 17, 1920 sold to National de Mexico #9  
 to National de Mexico #9A  
 1930 retired from service  
 AAT

3164 March 1899 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #216  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #216  
 1920 sold to Southern Iron & Equipment Company #1574  
 April 17, 1920 sold to National de Mexico #8  
 to National de Mexico #8A  
 1930 retired from service  
 AAT

3165 March 1899 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #217  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #217  
 1921 sold to Southern Iron & Equipment Company #1676  
 January 9, 1923 sold to Grand Prairie Gravel; Grand Prairie, Texas  
 AAT

3166 March 1899 4-8-0 20x26-55"  
 Buffalo, Rochester & Pittsburgh S-2 #218  
 rebuilt  
 2-8-0  
 Buffalo, Rochester & Pittsburgh S-2r #218  
 1920 sold to Southern Iron & Equipment Company #1554  
 April 17, 1920 sold to National de Mexico #10  
 to National de Mexico #10A  
 March 1926 retired from service  
 AAT

3167 March 1899 4-8-0 21x32-55"  
 Central Railroad of New Jersey #426  
 1903 to Central Railroad of New Jersey K-1 #441 (2<sup>nd</sup>)  
 rebuilt  
 20" bore  
 July 1937 scrapped  
 AAT

3168 March 1899 4-8-0 21x32-55"  
 Central Railroad of New Jersey #427  
 1903 to Central Railroad of New Jersey K-1 #442 (2<sup>nd</sup>)  
 rebuilt  
 20" bore  
 November 1940 scrapped  
 AAT

3169 March 1899 4-8-0 21x32-55"  
 Central Railroad of New Jersey #428  
 1903 to Central Railroad of New Jersey K-1 #443 (2<sup>nd</sup>)  
 rebuilt  
 20" bore  
 October 1937 scrapped  
 AAT

3170 March 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey #429  
1903 to Central Railroad of New Jersey K-1 #444 (2<sup>nd</sup>)  
rebuilt  
20" bore  
March 1947 scrapped  
AAT

3171 March 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #430  
rebuilt  
20" bore  
June 1935 scrapped  
AAT

3172 March 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #431  
rebuilt  
20" bore  
April 1947 scrapped  
AAT

3173 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #432  
rebuilt  
20" bore  
May 1935 scrapped  
AAT

3174 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #433  
rebuilt  
20" bore  
August 1937 scrapped  
AAT

3175 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #434  
rebuilt  
20" bore  
June 1946 scrapped  
AAT

3176 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #435  
rebuilt  
20" bore  
March 1947 scrapped  
AAT

3177 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #436  
rebuilt  
20" bore  
November 1940 scrapped  
AAT

3178 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #437  
rebuilt  
20" bore  
April 1947 scrapped  
AAT

3179 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #438  
rebuilt  
20" bore  
July 1946 scrapped  
AAT

3180 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #439  
rebuilt  
20" bore  
November 1934 scrapped  
AAT

3181 April 1899 4-8-0 21x32-55"  
Central Railroad of New Jersey K-1 #440  
rebuilt  
20" bore  
April 1947 scrapped  
AAT

3182 April 1899 2-6-0 20x26-55"

Mexican Central #43 (3<sup>rd</sup>)

1902 to Mexican Central #120

1909 sold to National de Mexico D-13 #114

July 1924 retired from service

AAT

3183 April 1899 0-6-0 18x24-52"

Lake Erie & Western T-7 #1 (2<sup>nd</sup>)

1905 sold to New York Central (Lake Erie & Western) B-40 #4260 (1<sup>st</sup>)

April 1924 sold to New York, Chicago & Saint Louis B-40 #27 (4<sup>th</sup>)

September 1925 rebuilt

0-6-0T

August 1927 scrapped

AAT, BAX

3184 April 1899 0-6-0 18x24-52"

Lake Erie & Western T-7 #3 (2<sup>nd</sup>)

1905 sold to New York Central (Lake Erie & Western) B-40 #4262 (1<sup>st</sup>)

April 1924 sold to New York, Chicago & Saint Louis B-40 #29 (4<sup>th</sup>)

October 1925 retired from service

AAT, BAX

3185 April 1899 0-6-0 18x24-50"

Lake Erie & Western T-7 #4 (2<sup>nd</sup>)

1905 sold to New York Central (Lake Erie & Western) B-40 #4263 (1<sup>st</sup>)

rebuilt

52" drivers

April 1924 sold to New York, Chicago & Saint Louis B-40 #30 (4<sup>th</sup>)

December 1930 retired from service

AAT, BAX

3186 April 1899 0-6-0 18x24-52"

Lake Erie & Western T-7 #6 (2<sup>nd</sup>)

1905 sold to New York Central (Lake Erie & Western) B-40 #4264 (1<sup>st</sup>)

April 1924 sold to New York, Chicago & Saint Louis B-40 #31 (4<sup>th</sup>)

October 1924 retired from service

AAT, BAX

3187 April 1899 0-6-0 18x24-52"

Lake Erie & Western T-7 #2

1900 to Lake Erie & Western T-7 #64 (2<sup>nd</sup>)

1905 sold to New York Central (Lake Erie & Western) B-40 #4261 (1<sup>st</sup>)

1924 sold to New York, Chicago & Saint Louis B-40 #28 (4<sup>th</sup>)

February 1934 scrapped

AAT, BAX

3188 April 1899 0-6-0 20x24-51"

Buffalo Creek Railroad #9; New York

June 1917 in service

AAT

3189 April 1899 2-8-0 22x28-54"

Pittsburg, Bessemer & Lake Erie #80

April 1901 sold to Bessemer & Lake Erie C-1c #80

1926 scrapped

AAT

3190 April 1899 2-8-0 22x28-54"

Pittsburg, Bessemer & Lake Erie #81

April 1901 sold to Bessemer & Lake Erie C-1c #81

1926 scrapped

AAT

3191 April 1899 4-8-0 21x26-54"

Chicago, Indianapolis & Louisville #205

1911 to Chicago, Indianapolis & Louisville E-1 #225

August 1926 rebuilt

Chicago, Indianapolis & Louisville E-1b #225

February 1947 scrapped

AAT

3192 April 1899 4-8-0 21x26-55"

Chicago, Indianapolis & Louisville #206

1911 to Chicago, Indianapolis & Louisville E-1 #226

October 1922 rebuilt

Chicago, Indianapolis & Louisville E-1b #226

May 1946 scrapped

AAT

3193 April 1899 4-8-0 21x26-55"  
Chicago, Indianapolis & Louisville #207  
1911 to Chicago, Indianapolis & Louisville E-1 #227  
April 1926 rebuilt  
Chicago, Indianapolis & Louisville E-1b #227  
October 1946 scrapped  
AAT

3194 May 1899 2-8-0 19x30-54"  
Saint Joseph & Grand Island #80  
to Saint Joseph & Grand Island #50  
1936 retired from service  
AAT

3195 May 1899 2-8-0 19x30-55"  
Saint Joseph & Grand Island #81  
to Saint Joseph & Grand Island #51  
1936 retired from service  
AAT

3196 May 1899 2-8-0 21x26-63"  
Denver & Rio Grande 170 class #720  
to Denver & Rio Grande T-28 class #170  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #720  
December 1926 scrapped  
AAT

3197 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #721  
to Denver & Rio Grande T-28 #721  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #721  
December 1926 scrapped  
AAT

3198 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #722  
to Denver & Rio Grande T-28 #170  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #722  
December 1926 scrapped  
Aat

3199 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #723  
to Denver & Rio Grande T-28 #723  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #723  
December 1926 scrapped  
AAT

3200 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #724  
to Denver & Rio Grande T-28 #724  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #724  
December 1927 scrapped  
AAT

3201 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #725  
to Denver & Rio Grande T-28 #725  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #725  
December 1927 scrapped  
AAT

3202 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #726  
to Denver & Rio Grande T-28 #726  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #726  
December 1928 scrapped  
AAT

2303 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #727  
to Denver & Rio Grande T-28 #727  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #727  
December 1927 scrapped  
AAT

3204 May 1899 4-6-0 21x26-63"  
Denver & Rio Grande 170 class #728  
to Denver & Rio Grande T-28 #728  
rebuilt  
20" bore  
August 1921 sold to Denver & Rio Grande Western T-28 #728  
December 1927 scrapped  
AAT

3205 1899 4-6-0  
Denver & Rio Grande 170 class #729  
1924 to Denver & Rio Grande Western T-28 #729  
December 1927 dismantled

3277 1899 0-6-0  
Illinois Central Railroad #176 (2<sup>nd</sup>)  
June 1935 scrapped  
ICR

3278 1899 0-6-0  
Illinois Central Railroad #177 (2<sup>nd</sup>)  
July 1935 scrapped  
ICR

3279 1899 0-6-0  
Illinois Central Railroad #178 (2<sup>nd</sup>)  
June 1935 scrapped  
ICR

3280 1899 0-6-0  
Illinois Central Railroad #179 (2<sup>nd</sup>)  
June 1935 scrapped  
ICR

3281 1899 0-6-0  
Illinois Central Railroad #180 (2<sup>nd</sup>)  
July 1935 scrapped  
ICR

3282 1899 0-6-0  
Illinois Central Railroad #181 (2<sup>nd</sup>)  
rebuilt  
0-6-4T  
Illinois Central Railroad #3294  
ICR

3283 1899 4-6-0  
Illinois Central Railroad #17 (5<sup>th</sup>)  
00/1921 sold to N de M #853  
(never paid for by N de M)  
ICR

3284 1899 4-6-0  
Illinois Central Railroad #18 (4<sup>th</sup>)  
00/1921 sold to N de M #854  
(never paid for by N de M)  
ICR

3285 1899 4-6-0  
Illinois Central Railroad #19 (4<sup>th</sup>)  
00/1921 sold to N de M #855  
(never paid for by N de M)  
ICR

3286 1899 4-6-0  
Illinois Central Railroad #20 (4<sup>th</sup>)  
00/1921 sold to N de M #856  
(never paid for by N de M)  
ICR

3287 1899 4-6-0  
Illinois Central Railroad #21 (5<sup>th</sup>)  
00/1921 sold to N de M #857  
(never paid for by N de M)

ICR

3288 1899 4-6-0  
Illinois Central Railroad #22 (4<sup>th</sup>)  
00/1921 sold to N de M #858  
(never paid for by N de M)

ICR

3289 1899 4-6-0  
Illinois Central Railroad #23 (4<sup>th</sup>)  
00/1921 sold to N de M #859  
ICR

3290 1899 4-6-0  
Illinois Central Railroad #24 (4<sup>th</sup>)  
00/1921 sold to N de M #860  
(never paid for by N de M)

ICR

3291 1899 4-6-0  
Illinois Central Railroad #25 (4<sup>th</sup>)  
June 1935 scrapped  
ICR

3292 1899 4-6-0  
Illinois Central Railroad #26 (5<sup>th</sup>)  
00/1921 sold to N de M #861  
(never paid for by N de M)

ICR

3293 1899 4-6-0  
Illinois Central Railroad #27 (4<sup>th</sup>)  
00/1921 sold to N de M #862  
(never paid for by N de M)

ICR

3294 1899 4-6-0  
Illinois Central Railroad #28 (5<sup>th</sup>)  
00/1921 sold to N de M #863  
(never paid for by N de M)

ICR

3295 1899 4-6-0  
Illinois Central Railroad #29 (5<sup>th</sup>)  
00/1921 sold to N de M #864  
ICR

3344 1899 4-6-0  
Denver & Rio Grande 170 class #730  
1924 to Denver & Rio Grande Western T-28 #730  
December 1934 dismantled

3345 1899 4-6-0  
Denver & Rio Grande 170 class #731  
1924 to Denver & Rio Grande Western T-28 #731  
December 1934 dismantled

3346 1899 4-6-0  
Denver & Rio Grande 170 class #732  
1924 to Denver & Rio Grande Western T-28 #732  
December 1934 dismantled

3347 1899 4-6-0  
Denver & Rio Grande 170 class #733  
1924 to Denver & Rio Grande Western T-28 #733  
December 1934 dismantled

3348 1899 4-6-0  
Denver & Rio Grande 170 class #734  
1924 to Denver & Rio Grande Western T-28 #734  
December 1934 dismantled

3349 1899 4-6-0  
Denver & Rio Grande 170 class #735  
1924 to Denver & Rio Grande Western T-28 #735  
December 1934 dismantled

3350 1899 4-6-0  
Denver & Rio Grande 170 class #736  
1924 to Denver & Rio Grande Western T-28 #736  
December 1934 dismantled

3351 1899 4-6-0  
Denver & Rio Grande 170 class #737  
1924 to Denver & Rio Grande Western T-28 #737  
December 1927 dismantled

3352 1899 4-6-0  
 Denver & Rio Grande 170 class #738  
 1924 to Denver & Rio Grande Western T-28 #738  
 December 1927 dismantled

3353 1899 4-6-0  
 Denver & Rio Grande 170 class #739  
 1924 to Denver & Rio Grande Western T-28 #739  
 December 1927 dismantled

3398 1899 0-6-0  
 Wisconsin Central #139 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2321  
 WCZ

3402 1900 0-6-0  
 Wisconsin Central #140 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) #2322  
 WCZ

3406 January 1900 2-8-0 21x30-63"  
 Lake Shore & Michigan Southern B #721  
 1905 to New York Central G-42a #5721  
 May 1916 scrapped

3407 January 1900 2-8-0 21x30-63"  
 Lake Shore & Michigan Southern B #722  
 1905 to New York Central G-42a #5722  
 June 1920 sold to Norfolk Southern E-2 #220  
 October 1933 retired from service

3408 January 1900 2-8-0 21x30-63"  
 Lake Shore & Michigan Southern B #723  
 1905 to New York Central G-42a #5723  
 September 1919 scrapped

3409 January 1900 2-8-0 21x30-63"  
 Lake Shore & Michigan Southern B #724  
 1905 to New York Central G-42a #5724  
 March 1916 scrapped

3410 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1450  
 September 1927 scrapped

3411 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1451  
 July 1927 scrapped

3412 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1452  
 October 1927 scrapped

3413 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1453  
 September 1927 scrapped

3414 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1454  
 August 1927 scrapped

3415 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1455  
 August 1927 scrapped

3416 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1456  
 June 1927 scrapped

3417 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1457  
 July 1927 scrapped

3418 January 1900 4-6-0 3' gauge 16x22-55"  
 North Pacific Coast #18  
 March 1902 sold to North Shore #18  
 to Northwestern Pacific #18  
 January 1907 sold to Northwestern Pacific #145  
 to Northwestern Pacific #95  
 October 1935 scrapped

3419 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1458  
 June 1927 scrapped

3420 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1459  
 September 1927 scrapped

3421 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1460  
 August 1927 scrapped

3422 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1461  
 September 1927 scrapped

3423 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1462  
 December 1927 scrapped

3424 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1463  
 October 1927 scrapped

3425 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1464  
 December 1927 scrapped

3426 February 1900 0-6-0 19x24-51"  
 Wisconsin Central #135 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) B-22 #2317  
 September 1933 dismantled  
 WCA, WCZ

3427 January 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1465  
 October 1927 scrapped

3428 February 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1466  
 September 1927 scrapped

3429 February 1900 0-6-0 19x24-51"  
 Wisconsin Central #136 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) B-22 #2318  
 June 1935 dismantled  
 WCA, WCZ

3430 February 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1467  
 July 1927 scrapped

3431 February 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1468  
 July 1927 scrapped

3432 February 1900 2-8-0 21x28-56"  
 Erie Railroad H-10 #1469  
 August 1927 scrapped

3433 February 1900 4-6-0 20x26-63"  
 Wisconsin Central #238 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2636  
 July 1940 dismantled  
 WCA, WCZ

3434 February 1900 4-6-0 20x26-63"  
 Wisconsin Central #239 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2637  
 April 1946 dismantled  
 WCA, WCZ

3435 February 1900 4-6-0 20x26-63"  
 Wisconsin Central #240 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2638  
 September 1933 dismantled  
 WCA, WCZ

3436 February 1900 4-6-0 20x26-63"  
 Wisconsin Central #241 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-22 #2639  
 December 1938 dismantled  
 WCA, WCZ

3437 February 1900 4-6-0 20x26-57"  
 to Wisconsin Central #242 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-24 #2640  
 December 1953 sold to The Purdy Company  
 WCA, WCZ

3438 February 1900 4-6-0 20x26-57"  
 Wisconsin Central #243 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-24 #2641  
 August 1933 dismantled  
 WCA, WCZ

3439 February 1900 4-6-0 20x26-57"  
 Wisconsin Central #244 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-24 #2642  
 February 1951 sold as scrap to The Purdy Company  
 WCA, WCZ

3440 February 1900 4-6-0 20x26-57"  
 Wisconsin Central #245 (1<sup>st</sup>)  
 June 1909 to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-24 #2643  
 December 1951 sold to United States Steel  
 WCA, WCZ

3441 February 1900 4-6-0 20x26-57"  
 Wisconsin Central #246 (1<sup>st</sup>)  
 June 1909 sold to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) E-24 #2644  
 November 1950 sold to The Purdy Company  
 WCA, WCZ

3442 February 1900 0-6-0 19x24-51"  
 Wisconsin Central #137 (1<sup>st</sup>)  
 June 1909 sold to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) B-22 #2319  
 June 1935 dismantled  
 WCA, WCZ

3443 February 1900 0-6-0 19x24-51"  
 Wisconsin Central #138 (1<sup>st</sup>)  
 June 1909 sold to Minneapolis, Saint Paul & Sault Sainte Marie (Wisconsin Central) B-22 #2320  
 1930 scrapped  
 WCZ

3444 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1 #400  
 00/1931 sold to Alton Railroad E-46 #2660  
 00/1947 sold GM&O #2660  
 October 1948 scrapped

3445 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1 #401  
 00/1931 sold Alton Railroad E-46a #2661  
 December 1946 scrapped

3446 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1 #402  
 July 1931 sold to Alton Railroad E-46 #2612  
 00/1943 reno. #2666  
 June 1947 sold to GM&O #2666  
 May 1948 scrapped

3447 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1 #403  
 00/1931 sold to Alton Railroad E-46a #2662  
 June 1947 sold to GM&O #2662  
 March 1948 scrapped

3448 February 1900 4-4-0 18x26-69  
 Bennington & Rutland #16  
 delivered as Central Vermont #244  
 00/1901 sold to Rutland #189  
 00/1902 sold to Canadian Pacific #181 (2<sup>nd</sup>)  
 00/1907 reno. #299  
 00/1913 reno. #199 (B9b, B9c class)  
 December 1927 scrapped

3449 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1a #404  
 00/1931 sold Alton Railroad E-46a #2663  
 April 1948 scrapped

3450 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1a #405  
 00/1931 sold to Alton Railroad E-46a #2664  
 June 1947 sold to Gulf Mobile & Ohio #2664  
 February 1948 scrapped

3451 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1a #406  
 00/1931 sold to Alton Railroad E-46a #2613  
 December 1946 scrapped

3452 February 1900 2-8-0 20x24-50  
 Chicago & Alton H-1a #407  
 00/1931 sold to Alton Railroad E-46a #2665  
 June 1947 sold to Gulf, Mobile & Ohio #2665  
 April 1950 scrapped

3453 February 1900 2-8-0 20x24-50  
Chicago & Alton H-1a #408  
00/1931 sold to Alton Railroad E-46a #2614  
September 1938 scrapped

3454 February 1900 2-8-0 20x24-50  
Chicago & Alton H-1a #409  
00/1931 sold to Alton Railroad E-46a #2615  
October 1946 scrapped

3455 March 1900 0-6-0 18x24-51  
Burlington, Cedar Rapids & Northern #14  
June 1903 sold to Chicago, Rock Island & Pacific MP-7e #188  
to Chicago, Rock Island & Pacific J-21 #188  
to Chicago, Rock Island & Pacific S-21 #188  
April 1936 scrapped

3456 March 1900 0-6-0 18x24-51  
Burlington, Cedar Rapids & Northern #15  
June 1903 sold to Chicago, Rock Island & Pacific MP-7e #189  
to Chicago, Rock Island & Pacific J-21 #189  
to Chicago, Rock Island & Pacific S-21 #189  
May 1936 scrapped

3457 March 1900 0-6-0 18x24-51  
Burlington, Cedar Rapids & Northern #16  
June 1903 sold to Chicago, Rock Island & Pacific MP-7e #190  
to Chicago, Rock Island & Pacific J-21 #190  
to Chicago, Rock Island & Pacific S-21 #190  
April 1934 scrapped

3496 April 1900 4-8-0 21x26-55  
Chicago, Indianapolis & Louisville (Monon) E-1 #210  
00/1911 to E-1 #230  
August 1925 rebuilt E-1b  
February 1947 scrapped

3497 April 1900 4-8-0 21x26-55  
Chicago, Indianapolis & Louisville (Monon) E-1 #211  
00/1911 to E-1 #231  
August 1924 rebuilt E-1b  
April 1949 retired from service

3507 00/1900 2-8-0  
West. NY & Penna. #180  
August 1900 to Pennsylvania Railroad H #6306 (1<sup>st</sup>)  
March 16, 1914 sold to Southern Iron & Equipment Company #916  
KAY

3508 00/1900 2-8-0  
West. NY & Penna. #187  
August 1900 to Pennsylvania Railroad H #6312 (1<sup>st</sup>)  
00/1915 to Pennsylvania Railroad H #06312 (1<sup>st</sup>)  
May 1916 sold to Southern Iron & Equipment Company #1061  
KAY

3509 00/1900 2-8-0  
West. NY & Penna. #181  
August 1900 to Pennsylvania Railroad H #6307 (1<sup>st</sup>)  
to Southern Iron & Equipment Company (#985?)  
April 1913 sold to Lor. Ashl. & So. #10  
KAY

3510 May 1900 2-8-0 21x30-55  
West. NY & Pennsylvania #182  
August 1900 to Pennsylvania Railroad H #6308 (1<sup>st</sup>)  
February 1914 sold to Southern Iron & Equipment #917  
July 1910 in service  
KAY

Pennsylvania Railroad #6309  
February 1914 to Southern Iron & Equipment #917  
July 30, 1914 sold to Lorain Ashland & Southern #12, Lorain, Ohio  
00/1916 sold to Southern Iron & Equipment #1060  
May 1916 sold to Nashville, Chattanooga & Saint Louis #431  
00/1917 to #776  
00/1919 rebuilt 0-8-0  
Nashville, Chattanooga & Saint Louis C2-40 #776  
July 1936 scrapped

3511 May 1900 2-8-0 21x30-55  
Western New York & Pennsylvania #184 (KAY says #183)  
August 1900 sold to Pennsylvania Railroad H-odd #6309 (1<sup>st</sup>)  
July 1910 in service  
by 1915 off roster  
KAY

3512 May 1900 2-8-0 21x30-55

Western New York & Pennsylvania #185 (KAY says #184)  
August 1900 sold to Pennsylvania Railroad H-odd #6310 (1<sup>st</sup>)  
00/1912 sold to Southern Iron & Equipment #895  
November 18, 1913 sold to Lorain, Ashland & Southern #9, Lorain, Ohio  
KAY

3513 May 1900 2-8-0 21x30-55

Western New York & Pennsylvania #186 (KAY says #185)  
August 1900 sold to Pennsylvania Railroad H #6311 (1<sup>st</sup>)  
June 1913 to Pennsylvania Railroad H #06311 (1<sup>st</sup>)  
March 16, 1914 sold to Southern Iron & Equipment #982  
June 16, 1916 sold to Port Wentworth Lumber Company #103, Savannah,  
Georgia

sold to Savannah River Lumber #103

00/1921 sold to Southern Iron & Equipment Company #1652  
December 29, 1922 sold to White Grandin Lumber #4, Slagle, Louisiana  
KAY

3514 May 1900 0-6-0 20x24-50

Union Railroad #44, Hall, Pennsylvania  
post June 1917 Duquesne Slag Products Company #54

3515 May 1900 0-6-0 19x26-51

Hocking Valley #98  
May 1920 sold to Gulf, Mobile & Northern #60

00/1929 retired from service

3516 May 1900 0-6-0 19x26-50

Hocking Valley #99  
post May 1930 off roster

3517 May 1900 0-6-0 19x26-50

Hocking Valley #100  
post May 1930 off roster

3518 May 1900 2-8-0 20x26-54

Egyptian State Railways #700  
to #101  
to #216

3519 May 1900 2-8-0 21x32-55

Delaware, Lackawanna & Western #844  
00/1923 scrapped

3520 May 1900 2-8-0 21x32-55

Delaware, Lackawanna & Western #845  
00/1923 scrapped

3521 May 1900 2-8-0 21x32-55

Delaware, Lackawanna & Western #846  
00/1923 scrapped

3522 May 1900 2-8-0 21x32-55

Delaware, Lackawanna & Western #847  
00/1923 scrapped

3523 May 1900 2-8-0 21x32-55

Delaware, Lackawanna & Western #848  
00/1923 scrapped

3524 May 1900 2-8-0 21x32-55

Delaware, Lackawanna & Western #849  
00/1923 scrapped

3525 May 1900 2-8-0 21x32-55

Delaware, Lackawanna & Western #850  
00/1923 scrapped

3526 May 1900 2-8-0 21x32-55

Delaware, Lackawanna & Western #851  
00/1923 scrapped

3527 May 1900 2-8-0 21x32-55

Delaware, Lackawanna & Western #852  
00/1923 scrapped

3528 May 1900 2-8-0 21x32-55

Delaware, Lackawanna & Western #853  
00/1923 scrapped

3529 June 1900 4-6-0 20x28-69

Central Railroad of New Jersey L-5 #490  
00/1903 to #150  
May 1936 scrapped

3530 June 1900 4-6-0 20x28-69

Central Railroad of New Jersey #491  
00/1903 to #151  
L-5 class  
February 1952 scrapped  
AAT

3531 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #492  
00/1903 to #152  
L-5 class  
December 1934 scrapped  
AAT

3532 June 1900 0-6-0 18x26-50  
Lakeside & Marblehead #3  
00/1924 sold to Southern Iron & Equipment #1998  
00/1925 sold to Stone & Webster  
AAT

3533 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #493  
00/1903 to #153  
L-5 class  
February 1952 scrapped  
AAT

3534 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #494  
00/1903 to #154  
L-5 class  
April 1936 scrapped  
AAT

3535 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #495  
00/1903 to #155  
L-5 class  
December 1934 scrapped  
AAT

3536 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #496  
00/1903 to #156  
L-5 class  
February 1947 scrapped  
AAT

3537 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #497  
00/1903 to #157  
L-5 class  
February 1952 scrapped  
AAT

3538 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #498  
00/1903 to #158  
L-5 class  
April 1936 scrapped  
AAT

3539 June 1900 4-6-0 20x28-69  
Central Railroad of New Jersey #499  
00/1903 to #159  
L-5 class  
February 1952 scrapped  
AAT

3540 June 1900 4-8-0 20x23-55  
Central Railroad of New Jersey #451 (2<sup>nd</sup>)  
00/1903 to #466 (2<sup>nd</sup>)  
K-1 class  
March 1935 scrapped  
AAT

3541 June 1900 4-8-0 20x23-55  
Central Railroad of New Jersey #452 (2<sup>nd</sup>)  
00/1903 to #467 (2<sup>nd</sup>)  
K-1 class  
November 1940 scrapped  
AAT

3542 June 1900 4-8-0 20x23-55  
Central Railroad of New Jersey #453 (2<sup>nd</sup>)  
00/1903 to #468 (2<sup>nd</sup>)  
K-1 class  
October 1936 scrapped  
AAT

3543 June 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey #454 (2<sup>nd</sup>)  
 00/1903 to #469 (2<sup>nd</sup>)  
 K-1 class  
 November 1948 scrapped  
 AAT

3544 June 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #455  
 July 1937 scrapped  
 AAT

3545 June 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #456  
 October 1936 scrapped  
 AAT

3546 June 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #457  
 June 1935 scrapped  
 AAT

3547 June 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #458  
 October 1936 scrapped  
 AAT

3548 June 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #459  
 May 1935 scrapped  
 AAT

3549 July 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #460  
 November 1940 scrapped  
 AAT

3550 July 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #461  
 October 1940 scrapped  
 AAT

3551 July 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #462  
 October 1936 scrapped  
 AAT

3552 July 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #463  
 December 1934 scrapped  
 AAT

3553 July 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #464  
 October 1936 scrapped  
 AAT

3554 July 1900 4-8-0 20x23-55  
 Central Railroad of New Jersey K-1 #465  
 September 1936 scrapped  
 AAT

3555 June 1900 2-6-0 17x24-50  
 Frederic & Charlevoix #3 "Charlevoix"  
 00/1901 sold to Detroit & Charlevoix #3 "Charlevoix"  
 rebuilt B-3 0-6-0  
 by 1916 off roster  
 AAT

3556 June 1900 4-6-0 18x24-63  
 Buffalo, Rochester & Pittsburgh T-3 #186  
 October 1921 sold to Southern Iron & Equipment Company #1699  
 June 7, 1923 sold to Delaware & Nor. #7  
 00/1937 scrapped  
 AAT

3557 June 1900 4-6-0 18x24-63  
 Buffalo, Rochester & Pittsburgh T-3 #187  
 October 1921 sold to Southern Iron & Equipment Company #1700  
 November 30, 1921 sold to Fernwood Lumber #14 (2<sup>nd</sup>)  
 to Fernwood, Columbia & Gulf #17  
 AAT

3562 July 1900 2-6-0 3' gauge 15x18-38  
 Tionesta Valley #7  
 00/1937 scrapped

3563 July 1900 4-8-0 19x32-55  
 Eastern Railway of Minnesota #770  
 May 1902 sold to Great Northern G-4 #770 (1<sup>st</sup>)  
 January 1947 scrapped  
 KJB

3564 July 1900 4-8-0 19x32-55  
 Eastern Railway of Minnesota #771  
 May 1902 sold to Great Northern G-4 #771 (1<sup>st</sup>)  
 April 1931 scrapped  
 KJB

3565 July 1900 4-8-0 19x32-55  
 Eastern Railway of Minnesota #772  
 May 1902 sold to Great Northern G-4 #772 (1<sup>st</sup>)  
 October 1936 scrapped  
 KJB

3566 July 1900 4-8-0 19x32-55  
 Eastern Railway of Minnesota #773  
 May 1902 sold to Great Northern G-4 #773 (1<sup>st</sup>)  
 00/1939 scrapped  
 KJB

3567 July 1900 4-8-0 19x32-55  
 Eastern Railway of Minnesota #774  
 May 1902 sold to Great Northern G-4 #774 (1<sup>st</sup>)  
 December 1928 scrapped  
 KJB

3568 July 1900 4-8-0 19x32-55  
 Eastern Railway of Minnesota #775  
 May 1902 sold to Great Northern G-4 #775 (1<sup>st</sup>)  
 April 1930 scrapped  
 KJB

3569 July 1900 4-8-0 19x32-55  
 Eastern Railway of Minnesota #776  
 May 1902 sold to Great Northern G-4 #776 (1<sup>st</sup>)  
 September 1941 scrapped  
 KJB

3570 July 1900 4-8-0 19x32-55  
 Eastern Railway of Minnesota #777  
 May 1902 sold to Great Northern G-4 #777 (1<sup>st</sup>)  
 February 1934 sold as scrap to Duluth Iron & Metal Company  
 KJB

3571 July 1900 4-8-0 19x32-55  
 Eastern Railway of Minnesota #778  
 May 1902 sold to Great Northern G-4 #778 (1<sup>st</sup>)  
 May 1932 scrapped  
 KJB

3572 July 1900 4-8-0 19x32-55  
 Eastern Railway of Minnesota #779  
 May 1902 sold to Great Northern G-4 #779 (1<sup>st</sup>)  
 February 1934 sold as scrap to Duluth Iron & Metal Company  
 KJB

3573 July 1900 0-6-0 19x28-49  
 Eastern Railway of Minnesota #88  
 00/1902 to Great Northern A-10 #88 (2<sup>nd</sup>)  
 00/1905 to Great Northern A-10 #98 (1<sup>st</sup>)  
 00/1937 scrapped  
 KJB

3574 July 1900 0-6-0 19x28-49  
 Eastern Railway of Minnesota #89  
 00/1902 to Great Northern A-10 #89 (2<sup>nd</sup>)  
 00/1905 to Great Northern A-10 #99 (st)  
 00/1937 scrapped  
 KJB

3575 June 1900 4-6-0 21x26-68  
 Burlington, Cedar Rapids & Northern #202  
 rebuilt 57" drivers  
 June 1902 sold to Chicago, Rock Island & Pacific MP-54a #1492  
 to D-29 class  
 rebuilt D-28 20x26-63  
 to T-27 class  
 July 1934 scrapped

3576 June 1900 4-6-0 21x26-68  
 Burlington, Cedar Rapids & Northern #203  
 rebuilt 57" drivers  
 June 1902 sold to Chicago, Rock Island & Pacific MP-54a #1493  
 to D-29 class  
 rebuilt D-28 20x26-63  
 to T-27 class  
 December 1927 scrapped

3577 1900 4-6-0  
Illinois Central Railroad #47 (5<sup>th</sup>)  
00/1921 sold to N de M #880  
(never paid for by N de M)  
ICR

3578 1900 4-6-0  
Illinois Central Railroad #48 (3<sup>rd</sup>)  
00/1921 sold to N de M #881  
(never paid for by N de M)  
ICR

3579 1900 4-6-0  
Illinois Central Railroad #49 (3<sup>rd</sup>)  
00/1921 sold to N de M #882  
(never paid for by N de M)  
ICR

3580 1900 4-6-0  
Illinois Central Railroad #50 (2<sup>nd</sup>)  
00/1921 sold to N de M #883  
(never paid for by N de M)  
ICR

3581 1900 4-6-0  
Illinois Central Railroad #51 (3<sup>rd</sup>)  
00/1921 sold to N de M #884  
(never paid for by N de M)  
ICR

3582 1900 4-6-0  
Illinois Central Railroad #52 (3<sup>rd</sup>)  
00/1921 sold to N de M #885  
(never paid for by N de M)  
ICR

3583 1900 4-6-0  
Illinois Central Railroad #53 (3<sup>rd</sup>)  
00/1921 sold to N de M #886  
(never paid for by N de M)  
ICR

3584 1900 4-6-0  
Illinois Central Railroad #54 (3<sup>rd</sup>)  
00/1921 sold to N de M #887  
(never paid for by N de M)  
ICR

3596 1900 4-6-0  
Illinois Central Railroad #55 (3<sup>rd</sup>)  
received boiler from #10  
00/1921 sold to N de M #888  
never paid for by N de M  
ICR

3597 1900 4-6-0  
Illinois Central Railroad #56 (3<sup>rd</sup>)  
00/1921 sold to N de M #889  
never paid for by N de M  
ICR

3598 1900 4-6-0  
Illinois Central Railroad #57 (3<sup>rd</sup>)  
00/1921 sold to N de M #890  
never paid for by N de M  
ICR

3599 1900 4-6-0  
Illinois Central Railroad #58 (5<sup>th</sup>)  
00/1921 sold to N de M #891  
never paid for by N de M  
ICR

3601 1900 4-6-0  
Illinois Central Railroad #60 (4<sup>th</sup>)  
00/1921 sold to N de M #893  
never paid for by N de M  
ICR

3625 1900 0-6-0  
Illinois Central Railroad #195 (3<sup>rd</sup>)  
June 1935 scrapped  
ICR

3630 1900 0-6-0  
Illinois Central Railroad #196 (3<sup>rd</sup>)  
June 1940 sold to Anna Stone Company; Anna, Iowa  
ICR

3635 November 1900 0-6-0  
 Illinois Central Railroad #197 (3<sup>rd</sup>)  
 June 1935 scrapped  
 ICR

3680 November 1900 2-8-0 20x26-54  
 Hocking Valley #226  
 ca. 1924 sold to Middle Creek Railroad #2, Hartland, West Virginia  
 December 1927 in service

3681 November 1900 2-6-0 20x26-54  
 Hocking Valley #227  
 by May 1930 off roster

3682 November 1900 2-8-0 20x26-54  
 Hocking Valley #228  
 by May 1930 off roster

3683 November 1900 2-8-0 20x26-54  
 Hocking Valley #229  
 by May 1930 off roster

3684 November 1900 2-8-0 20x26-54  
 Hocking Valley #230  
 by May 1930 off roster

3685 November 1900 2-8-0 20x26-54  
 Hocking Valley #231  
 by May 1930 off roster

3686 November 1900 2-8-0 20x26-54  
 Hocking Valley #232  
 by May 1930 off roster

3687 November 1900 4-6-0 20x26-57  
 Wisconsin Central #247 (1<sup>st</sup>)  
 June 1909 leased to Minneapolis, Saint Paul & Sault Sainte Marie (Soo)  
 E-25 #2645  
 October 1955 donated to City of Waukesha, Wisconsin  
 Displayed at Depot Restaurant  
 to Mid-Continent Railway Museum, North Freedom, Wisconsin  
 Cosmetically restored and displayed  
 WCA, WCZ

3688 November 1900 4-6-0 20x26-57  
 Wisconsin Central #248 (1<sup>st</sup>)  
 June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte Marie E-25 #2646  
 August 1949 dismantled  
 WCA, WCZ

3689 November 1900 4-6-0 20x26-57  
 Wisconsin Central #249 (1<sup>st</sup>)  
 June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte Marie E-25 #2647  
 November 1950 sold as scrap to Purdy Company  
 WCA, WCZ

3690 November 1900 2-6-0 20x28-63  
 Illinois Central #553  
 ca. 1937 rebuilt 20.5x28-53.5  
 ca. 1938 to Illinois Central #3712  
 May 1942 to Illinois Central #390 (3<sup>rd</sup>) 0-6-0  
 to Illinois Central #350  
 class M-63  
 May 1942 rebuilt 0-6-0 #390  
 November 1948 sold to Freeman Coal Company  
 ICR

3691 November 1900 2-6-0 20x28-63  
 Illinois Central #554  
 ca. 1937 rebuilt 20.5x28-53.5  
 ca. 1938 to Illinois Central #3713  
 1943 to Illinois Central #3704 (2<sup>nd</sup>)  
 class M-63  
 boiler to #569  
 by 1943 off roster

3692 November 1900 2-6-0 20x28-63  
 Illinois Central #555  
 ca. 1938 to Illinois Central #3714  
 class M-63  
 October 1938 scrapped

3693 November 1900 2-6-0 20x28-63

Illinois Central #556

ca. 1938 to Illinois Central #3715

class M-63

February 1942 sold to Railway Accessories Company  
to East Tennessee & Western North Carolina #206

1955 retired from service

1956 scrapped

3694 November 1900 2-6-0 20x28-63

Illinois Central #557

ca. 1938 to Illinois Central #3716

class M-63

November 1939 retired from service

3695 December 1900 2-6-0 20x28-63

Illinois Central #558

ca. 1937 rebuilt 20.5x28-53.5

ca. 1938 to Illinois Central #3717

1943 to Illinois Central #3705 (2<sup>nd</sup>)

class M-63

October 1956 scrapped

3696 December 1900 2-6-0 20x28-63

Illinois Central #559

ca. 1938 to Illinois Central #3718

class M-63

November 1939 retired from service

3697 December 1900 2-6-0 20x28-63

Illinois Central #560

1937 to Illinois Central #3719

1943 to Illinois Central #3706 (2<sup>nd</sup>)

class M-63

February 1945 sold to Georgia Car & Locomotive Company #824

January 29, 1946 sold to Bevier & Southern #109, Bevier, Missouri for  
\$350.00

February 1963 sold to George Silcott (dealer)

March 1963 sold to Monadnock Steamtown & Northern Amusments, N.  
Walpole, New Hampshire

ca. 1966 moved to Steamtown Foundation, Bellows Falls, Vermont

March 1986 sold to Steam Locomotive Services, Bellows Falls, Vermont

May 1986 sold to Illinois Railway Museum, Union, Illinois  
stored

3698 December 1900 2-6-0 20x28-63

Illinois Central #561

ca. 1938 to Illinois Central #3720

class M-63

November 1939 retired from service

3699 December 1900 2-6-0 20x28-63

Illinois Central #562

ca. 1938 to Illinois Central #3721

1943 to Illinois Central #3707 (2<sup>nd</sup>)

class M-63

November 1945 retired from service

3700 December 1900 2-6-0 20x28-63

Illinois Central #563

ca. 1938 to Illinois Central #3722

1943 to Illinois Central #357

class M-63

July 1943 rebuilt 0-6-0 #357

boiler to #585

1952 scrapped

3701 December 1900 2-6-0 20x28-63  
Illinois Central #564  
ca. 1938 to Illinois Central #3723  
class M-63  
boiler to #563  
November 1939 retired from service

3702 December 1900 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1701  
May 1917 sold to Missouri Pacific #2308  
class TN-61

3703 December 1900 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1702  
May 1917 sold to Missouri Pacific #2309  
class TN-61

3704 December 1900 4-6-0 20x26-57  
Wisconsin Central #250 (1<sup>st</sup>)  
June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte  
Marie E-25 #2648  
November 1950 sold as scrap to Purdy Company  
WCA, WCZ

3705 December 1900 4-6-0 20x26-57  
Wisconsin Central #251 (1<sup>st</sup>)  
June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte  
Marie E25 #2649

December 1951 sold as scrap to U. S. Steel  
WCA, WCZ

3706 December 1900 4-6-0 20x26-57  
Wisconsin Central #252 (1<sup>st</sup>)  
June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte  
Marie E-25 #2650  
July 1951 sold as scrap to U. S. Steel  
WCA, WCZ

3707 December 1900 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1703  
May 1917 sold to Missouri Pacific #2310  
class TN-61

3708 December 1900 4-6-0 20x26-57  
Wisconsin Central #253 (1<sup>st</sup>)  
June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte  
Marie E-25 #2651  
September 1933 dismantled  
WCA, WCZ

3709 December 1900 4-6-0 20x26-57  
Wisconsin Central #254 (1<sup>st</sup>)  
June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte  
Marie E-25 #2652  
June 1948 dismantled  
WCA, WCZ

3710 December 1900 4-6-0 20x26-57  
Wisconsin Central #255 (1<sup>st</sup>)  
June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte  
Marie E-25 #2653  
September 1949 dismantled  
WCA, WCZ

3711 December 1900 4-6-0 20x26-57  
Wisconsin Central #256 (1<sup>st</sup>)  
June 1909 leased with railroad to Minneapolis, Saint Paul & Sault Sainte  
Marie E-25 #2654  
August 1933 dismantled  
WCA, WCZ

3712 December 1900 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1704  
May 1917 sold to Missouri Pacific #2311  
class TN-61

3713 December 1900 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1705  
May 1917 sold to Missouri Pacific #2312  
class TN-61

3714 December 1900 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1706  
May 1917 sold to Missouri Pacific #2313  
class TN-61

3715 December 1900 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1707  
May 1917 sold to Missouri Pacific #2314  
class TN-61

3716 December 1900 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #714  
1905 sold to New York Central #6541  
class G-67  
September 1920 scrapped

3717 December 1900 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #715  
1905 sold to New York Central #6542  
class G-67  
August 1917 scrapped

3718 December 1900 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #716  
1905 sold to New York Central #6543  
class G-67  
September 1916 scrapped

3719 December 1900 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #717  
1905 sold to New York Central #6544  
class G-67  
December 1916 scrapped

3720 December 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #718  
1905 sold to New York Central #6545  
class G-67  
August 1917 scrapped

3721 December 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #719  
1905 sold to New York Central #6546  
class G-67  
July 1916 scrapped

3722 December 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #720  
1905 sold to New York Central #6547  
class G-67  
October 1917 scrapped  
March 1910 boiler to #6547

3723 January 1901 0-6-0 18x24-50  
New York, Chicago & Saint Louis (Nickel Plate) #219  
1910 to NYC&St L #9 (3<sup>rd</sup>)  
class M  
September 1923 scrapped

3724 January 1901 0-6-0 18x24-50  
New York, Chicago & Saint Louis (Nickel Plate) #220  
1910 to New York, Chicago & Saint Louis #10 (4<sup>th</sup>)  
class M  
June 1922 scrapped

3725 January 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #721  
1905 sold to New York Central #6548  
class G-67  
March 1919 scrapped

3726 January 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #722  
October 1903 rebuilt  
1905 sold to New York Central #6549  
class G-67  
from July 1910 operated on Canadian Northern  
August 1924 scrapped

3727 January 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #723  
1905 sold to New York Central #6550  
class G-67  
March 1917 scrapped

3728 January 1901 2-8-0 22x30-57  
Cleveland, Cincinnati, Chicago & Saint Louis #724  
1905 sold to New York Central #6551  
class G-67  
January 1921 scrapped

3729 January 1901 2-8-0 22x30-57  
 Cleveland, Cincinnati, Chicago & Saint Louis #725  
 1905 sold to New York Central #6552  
 class G-67  
 December 1916 scrapped

3730 January 1901 2-8-0 22x30-57  
 Cleveland, Cincinnati, Chicago & Saint Louis #726  
 May 1910 sold to New York Central #6553  
 class G-67  
 December 1924 scrapped

3731 January 1901 2-8-0 22x30-57  
 Cleveland, Cincinnati, Chicago & Saint Louis #727  
 May 1910 sold to New York Central #6554  
 class G-67  
 December 1925 scrapped

3732 January 1901 2-8-0 22x30-57  
 Cleveland, Cincinnati, Chicago & Saint Louis #728  
 1905 sold to New York Central #6555  
 class G-67  
 August 1916 scrapped

3733 January 1901 2-6-2 20.5x28-81  
 Lake Shore & Michigan Southern #651  
 class Ja  
 1905 sold to New York Central #3651  
 1905 to New York Central #4651  
 class J-40a  
 May 1910 rebuilt J-40e  
 October 1924 scrapped

3734 January 1901 2-6-2 20.5x28-81  
 Lake Shore & Michigan Southern #650  
 class Ja  
 1905 sold to New York Central #3650  
 1905 to New York Central #4650  
 class J-40a  
 October 1909 rebuilt J-40e  
 December 1925 scrapped  
 boiler to #1131

3733 00/1901 2-6-2  
 New York Central #3651  
 00/1905 to New York Central (Lake Shore & Michigan Southern) J-40a  
 #4651 (1<sup>st</sup>)  
 May 1910 rebuilt J-40e  
 New York Central (Lake Shore & Michigan Southern) J-40e #4651 (1<sup>st</sup>)  
 October 1924 scrapped  
 BAX

3734 00/1901 2-6-2  
 New York Central #3650  
 00/1905 to New York Central (Lake Shore & Michigan Southern) J-40a  
 #4650 (1<sup>st</sup>)  
 October 1909 rebuilt J-40e  
 New York Central (Lake Shore & Michigan Southern) J-40e #4650 (1<sup>st</sup>)  
 December 1925 scrapped  
 boiler to #1131  
 BAX

3735 January 1901 4-6-0 19.5x28-61  
 Saint Louis, Iron Mountain & Southern #1708  
 May 1917 sold to Missouri Pacific #2315  
 class TN-61

3736 January 1901 4-6-0 19.5x28-61  
 Saint Louis, Iron Mountain & Southern #1709  
 sold to Missouri Pacific #2316  
 class TN-61

3737 January 1901 4-6-0 19.5x28-61  
 Saint Louis, Iron Mountain & Southern #1710  
 May 1917 sold to Missouri Pacific #2317  
 class TN-61

3738 January 1901 4-6-0 19.5x28-61  
 Saint Louis, Iron Mountain & Southern #1711  
 May 1917 sold to Missouri Pacific #2318  
 class TN-61

3739 January 1901 4-6-0 19.5x28-61  
 Saint Louis, Iron Mountain & Southern #1712  
 May 1917 sold to Missouri Pacific #2319  
 class TN-61

3740 January 1901 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1713  
May 1917 sold to Missouri Pacific #2320  
class TN-61

3741 February 1901 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1714  
May 1917 sold to Missouri Pacific #2321  
class TN-61

3742 February 1901 4-6-0 19.5x28-61  
Saint Louis, Iron Mountain & Southern #1715  
May 1917 sold to Missouri Pacific #2322  
class TN-61

3743 January 1901 2-6-0 19x24-50  
Reynoldsville & Falls Creek #6  
1906 sold to Rural Valley #3, Yatesboro, Pennsylvania  
July 1925 sold to Buffalo, Rochester & Pittsburgh #3 (2<sup>nd</sup>)  
class RV  
1926 scrapped

3758 00/1901 2-6-0 3' gauge  
Ohio River & Western #12  
July 1920 to Pennsylvania Railroad F-odd #9668 (1<sup>st</sup>)  
October 1928 sold to E. P. Gaynor (dealer)  
KAY

3817 00/1901 2-6-2  
New York Central #3660  
00/1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4660 (1<sup>st</sup>)  
ca. 1909 rebuilt J-40f  
New York Central (Lake Shore & Michigan Southern) J-40f #4660 (1<sup>st</sup>)  
00/1925 retired from service  
September 1925 scrapped  
BAX

3841 April 1901 4-6-0 20x28-64.3"  
Chicago, Rock Island & Pacific MP-14a #1420  
to Chicago, Rock Island & Pacific D-30 #1420  
to Chicago, Rock Island & Pacific T-28 #1420  
March 1935 scrapped  
AAT

3842 April 1901 4-6-0 20x28-64.3"  
Chicago, Rock Island & Pacific MP-14a #1421  
to Chicago, Rock Island & Pacific D-30 #1421  
to Chicago, Rock Island & Pacific T-28 #1421  
April 1943 scrapped  
AAT

3843 April 1901 4-6-0 20x28-64.3"  
Chicago, Rock Island & Pacific MP-14a #1422  
to Chicago, Rock Island & Pacific D-30 #1422  
to Chicago, Rock Island & Pacific T-28 #1422  
July 1934 scrapped  
AAT

3844 May 1901 2-8-0 20x26-56" Order B-8  
Pere Marquette C-2 #344  
September 1929 scrapped  
AAT

3845 May 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific MP-13a #1454  
to Chicago, Rock Island & Pacific D-30 #1454  
to Chicago, Rock Island & Pacific T-30 #1454  
August 1936 scrapped  
AAT

3846 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1218  
by 1911 to Missouri Pacific TN-61 #2358  
AAT

3847 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1219  
by 1911 to Missouri Pacific TN-61 #2359  
AAT

3848 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1220  
by 1911 to Missouri Pacific TN-61 #2360  
AAT

3849 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1221  
by 1911 to Missouri Pacific TN-61 #2361  
AAT

3850 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1222  
by 1911 to Missouri Pacific TN-61 #2362  
AAT

3851 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1223  
by 1911 to Missouri Pacific TN-61 #2363  
AAT

3852 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1224  
by 1911 to Missouri Pacific TN-61 #2364  
AAT

3853 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1225  
by 1911 to Missouri Pacific TN-61 #2365  
AAT

3854 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1226  
by 1911 to Missouri Pacific TN-61 #2366  
AAT

3855 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1227  
by 1911 to Missouri Pacific TN-61 #2367  
AAT

3856 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1228  
by 1911 to Missouri Pacific TN-61 #2368  
AAT

3857 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1229  
by 1911 to Missouri Pacific TN-61 #2369  
AAT

3858 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1230  
by 1911 to Missouri Pacific TN-61 #2370  
AAT

3859 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1231  
by 1911 to Missouri Pacific TN-61 #2371  
AAT

3860 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1232  
by 1911 to Missouri Pacific TN-61 #2372  
AAT

3861 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1233  
by 1911 to Missouri Pacific TN-61 #2373  
AAT

3862 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1234  
by 1911 to Missouri Pacific TN-61 #2374  
AAT

3863 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1235  
by 1911 to Missouri Pacific TN-61 #2375  
AAT

3864 May 1901 4-6-0 19½x28-61"  
Missouri Pacific TN-61 #1236  
by 1911 to Missouri Pacific TN-61 #2376  
AAT

3865 June 1901 2-6-2 20½x28-81"  
Lake Shore & Michigan Southern Jb #652  
1905 to New York Central J-40b #3652  
1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4652 (1<sup>st</sup>)  
November 1909 rebuilt J-40f  
New York Central (Lake Shore & Michigan Southern) J-40f #4652 (1<sup>st</sup>)  
October 1924 scrapped  
boiler to #1133  
AAT, BAX

3866 June 1901 2-6-2 20½x28-81"  
Lake Shore & Michigan Southern Jb #653  
1905 to New York Central J-40b #3653  
1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4653 (1<sup>st</sup>)  
June 1909 rebuilt J-40  
New York Central (Lake Shore & Michigan Southern) J-40 #4653 (1<sup>st</sup>)  
October 1925 scrapped  
AAT, BAX

3867 June 1901 2-6-2 20½x28-81"  
Lake Shore & Michigan Southern Jb #654  
1905 to New York Central J-40b #3654  
1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4654 (1<sup>st</sup>)  
January 1911 rebuilt J-40  
New York Central (Lake Shore & Michigan Southern) J-40 #4654 (1<sup>st</sup>)  
December 1925 scrapped  
boiler to #1135  
AAT, BAX

3868 June 1901 2-6-2 20½x28-81"  
Lake Shore & Michigan Southern Jb #655  
1905 to New York Central J-40b #3655  
1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4655 (1<sup>st</sup>)  
April 1910 rebuilt J-40  
New York Central (Lake Shore & Michigan Southern) J-40 #4655 (1<sup>st</sup>)  
December 1925 scrapped  
AAT, BAX

3869 June 1901 2-6-2 20½x28-81"  
Lake Shore & Michigan Southern Jb #656  
1905 to New York Central J-40b #3656  
1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4656 (1<sup>st</sup>)  
May 1910 rebuilt J-40  
New York Central (Lake Shore & Michigan Southern) J-40 #4656 (1<sup>st</sup>)  
September 1924 scrapped  
AAT, BAX

3870 June 1901 2-6-2 20½x28-81"  
Lake Shore & Michigan Southern Jb #657  
1905 to New York Central J-40b #3657  
1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#4657  
August 1909 rebuilt J-40  
New York Central (Lake Shore & Michigan Southern) J-40 #4657  
September 1925 scrapped  
boiler to #1138  
AAT, BAX

3871 June 1901 2-6-2 20½x28-81"  
Lake Shore & Michigan Southern Jb #658  
1905 to New York Central J-40b #3658  
1905 to New York Central (Lake Shore & Michigan Southern) J-40B  
#4658 (1<sup>st</sup>)  
October 1910 rebuilt J-40  
New York Central (Lake Shore & Michigan Southern) J-40 #4658 (1<sup>st</sup>)  
August 1925 scrapped  
boiler to #1139  
AAT, BAX

3872 June 1901 2-6-2 20½x28-81"  
Lake Shore & Michigan Southern Jb #659  
1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#3659  
1905 to New York Central (Lake Shore & Michigan Southern) J-40B  
#4659 (1<sup>st</sup>)  
1918 rebuilt  
New York Central (Lake Shore & Michigan Southern) J-40F #4659 (1<sup>st</sup>)  
December 1925 scrapped  
AAT, BAX

3873 June 1901 2-6-2 20½x28-81"  
 Lake Shore & Michigan Southern Jb #661  
 1905 to New York Central (Lake Shore & Michigan Southern) J-40b  
#3661  
 1905 New York Central (Lake Shore & Michigan Southern) J-40B  
#4661 (1<sup>st</sup>)  
 May 1910 (AAT says 1909) rebuilt  
 New York Central (Lake Shore & Michigan Southern) J-40F #4661 (1<sup>st</sup>)  
 December 1925 (AAT says September 1925) scrapped  
 AAT, BAX

3874 June 1901 2-6-2 20½x28-81"  
 Lake Shore & Michigan Southern Jb #662  
 1905 to New York Central (Lake Shore & Michigan Southern) #3662  
 1905 to New York Central (Lake Shore & Michigan Southern) J-40B  
#4662 (1<sup>st</sup>)  
 May 1910 rebuilt  
 New York Central (Lake Shore & Michigan Southern) J-40 #4662 (1<sup>st</sup>)  
 boiler to #1142  
 December 1925 scrapped  
 AAT, BAX

3875 June 1901 0-6-0 20x26-50"  
 Union Railroad #49  
 1930 sold to Quakertown & Bethlehem #49  
 1937 scrapped  
 AAT

3876 June 1901 0-6-0 20x26-50"  
 Union Railroad #50  
 June 1917 in service  
 AAT

3877 June 1901 2-8-0 21x30-63"  
 Lake Shore & Michigan Southern B-2a #750  
 1905 sold to New York Central G-43a #5750  
 June 1929 scrapped  
 AAT

3878 June 1901 2-8-0 21x30-63"  
 Lake Shore & Michigan Southern B-2a #751  
 1905 to New York Central G-43a #5751  
 November 1923 scrapped  
 AAT

3879 June 1901 2-8-0 21x30-63"  
 Lake Shore & Michigan Southern B-2a #752  
 1905 sold to New York Central G-43a #5752  
 May 1932 scrapped  
 AAT

3880 June 1901 2-8-0 21x30-63"  
 Lake Shore & Michigan Southern B-2a #753  
 1905 to New York Central G-43a #5753  
 December 1923 scrapped  
 AAT

3893 1901 2-8-0  
#5766  
 1936 to New York Central (Lake Shore & Michigan Southern) G-43a  
#1101 (3<sup>rd</sup>)  
 August 1949 scrapped  
 BAX

3896 June 1901 2-8-0 21x30-63"  
 Lake Shore & Michigan Southern B-2a #769  
 1905 to New York Central G-43a #5769  
 October 1926 scrapped  
 AAT

3897 July 1901 4-6-0 19x24-56"  
 Jamestown, Chataqua & Lake Erie #11  
 1915 sold to Birmingham Rail & Locomotive  
 July 28, 1915 sold to J. E. Franks (dealer)  
 1915 sold to Kirby Lumber Company #64  
 to Kirby Lumber Company #78  
 to Kirby Lumber Company #82  
 to Kirby Lumber Company #261  
 AAT

3989 July 1901 0-6-0 20x26-51"  
 Central Railroad of New Jersey B-3 #1  
 December 1934 scrapped  
 AAT

3899 July 1901 0-6-0 20x26-51"  
 Central Railroad of New Jersey B-3 #2  
 December 1934 scrapped  
 AAT

3900 July 1901 0-6-0 20x26-51"  
 Central Railroad of New Jersey B-3 #3  
 March 1947 scrapped  
 AAT

3901 July 1901 0-6-0 20x26-51"  
 Central Railroad of New Jersey B-3 #4  
 May 1952 scrapped  
 AAT

3902 July 1901 0-6-0 20x26-51"  
 Central Railroad of New Jersey B-3 #5  
 February 1952 scrapped  
 AAT

3903 July 1901 0-6-0 20x26-51"  
 Central Railroad of New Jersey B-3 #6  
 December 1934 scrapped  
 AAT

3904 July 1901 0-6-0 20x26-51"  
 Central Railroad of New Jersey B-3 #7  
 November 1934 scrapped  
 AAT

3905 July 1901 0-6-0 20x26-51"  
 Central Railroad of New Jersey B-3 #8  
 December 1934 scrapped  
 AAT

3906 July 1901 0-6-0 19x26-50"  
 Hocking Valley #101 (2<sup>nd</sup>)  
 September 1920 sold to General Equipment (dealer)  
 AAT

3907 July 1901 0-6-0 19x26-50"  
 Hocking Valley #102 (2<sup>nd</sup>)  
 August 1920 sold to Isabella Mining Company #102  
 sold to Etna & Montrose #4  
 AAT

3908 July 1901 0-6-0 19x26-50"  
 Hocking Valley #103 (2<sup>nd</sup>)  
 by May 1930 off roster  
 AAT

3909 July 1901 0-6-0 19x26-50"  
 Hocking Valley #104 (2<sup>nd</sup>)  
 by 1926 off roster  
 AAT

3910 July 1901 0-6-0 19x26-50"  
 Hocking Valley #105  
 August 1920 sold to General Equipment  
 AAT

3911 July 1901 4-4-2 20½x26-78½"  
 Chicago, Rock Island & Pacific #1303  
 1902 to Chicago, Rock Island & Pacific #1006  
 June 1928 scrapped  
 AAT

3912 July 1901 4-4-2 20½x26-78½"  
 Chicago, Rock Island & Pacific #1304  
 to Chicago, Rock Island & Pacific #1007  
 March 1928 scrapped  
 AAT

3913 July 1901 4-4-2 20½x26-78½"  
 Chicago, Rock Island & Pacific #1305  
 to Chicago, Rock Island & Pacific #1008  
 September 1928 scrapped  
 AAT

3914 September 1901 4-4-2 20½x26-78½"  
 Chicago, Rock Island & Pacific #1306  
 1902 to Chicago, Rock Island & Pacific #1009  
 June 1934 scrapped  
 AAT

3915 July 1901 2-8-0 21x30-63"  
 Lake Shore & Michigan Southern B-2a #770  
 1905 to New York Central G-43a #5770  
 July 1929 scrapped  
 AAT

3916 July 1901 2-8-0 21x30-63"  
 Lake Shore & Michigan Southern B-2a #771  
 1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
 #5771 (1<sup>st</sup>)  
 February 1933 scrapped  
 AAT, BAX

3917 July 1901 2-8-0 21x30-63"  
Lake Shore & Michigan Southern B-2a #772 (AAT says #722)  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5772 (1<sup>st</sup>)  
November 1923 scrapped  
AAT, BAX

3918 July 1901 2-8-0 21x30-63"  
Lake Shore & Michigan Southern B-2a #773  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5773 (1<sup>st</sup>)  
March 1932 scrapped  
AAT, BAX

3919 July 1901 2-8-0 21x30-63"  
Lake Shore & Michigan Southern B-2a #774  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5774 (1<sup>st</sup>)  
December 1923 scrapped  
AAT, BAX

3920 August 1901 2-8-0 21x30-63"  
Lake Shore & Michigan Southern B-2a #775  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5775 (1<sup>st</sup>)  
1936 to New York Central (Lake Shore & Michigan Southern) G-43a  
#1102 (3<sup>rd</sup>)  
August 1949 scrapped  
AAT, BAX

3921 August 1901 2-8-0 21x30-63"  
Lake Shore & Michigan Southern B-2a #776  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5776 (1<sup>st</sup>)  
November 1923 scrapped  
AAT, BAX

3922 August 1901 2-8-0 21x30-63"  
Lake Shore & Michigan Southern B-2a #777  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5777 (1<sup>st</sup>)  
June 1929 scrapped  
AAT, BAX

3923 August 1901 2-8-0 21x30-63"  
Lake Shore & Michigan Southern B-2a #778  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5778 (1<sup>st</sup>)  
October 1926 scrapped  
AAT, BAX

3924 August 1901 2-8-0 21x30-63"  
Lake Shore & Michigan Southern B-2a #779  
1905 to New York Central (Lake Shore & Michigan Southern) G-43a  
#5779 (1<sup>st</sup>)  
December 1923 sold to Saint Louis & Hannibal  
AAT, BAX

3925 August 1901 4-6-0 3'6" gauge 16x22-49"  
New Zealand Government Railway Ub #17  
1933 retired from service  
October 1933 scrapped  
AAT

3926 August 1901 4-4-2 20½x26-72"  
Buffalo, Rochester & Pittsburgh W-2 #162  
January 1914 rebuilt  
Buffalo, Rochester & Pittsburgh W-2r #162  
October 1924 rebuilt with new boiler  
January 1932 sold to Baltimore & Ohio Railroad A-6 #1487  
1936 retired from service  
AAT

3927 August 1901 4-4-2 20.2x26-72"  
Buffalo, Rochester & Pittsburgh W-2 #163  
December 1913 rebuilt  
Buffalo, Rochester & Pittsburgh W-2r #163  
July 1924 rebuilt with new boiler  
January 1932 sold to Baltimore & Ohio Railroad A-6 #1488  
1936 retired from service  
AAT

3928 August 1901 4-6-0 20x28-67"  
 San Pedro, Los Angeles & Salt Lake #200  
 August 1916 sold to Los Angeles & Salt Lake #3200  
 1921 sold to Union Pacific #1591  
 September 1925 retired from service  
 1925 scrapped  
 AAT

3929 August 1901 4-6-0 20x28-67"  
 San Pedro, Los Angeles & Salt Lake #201  
 August 1916 sold to Los Angeles & Salt Lake #3201  
 to Union Pacific #1592  
 September 1925 retired from service  
 1925 scrapped  
 AAT

3930 August 1901 4-6-0 20x28-64.7"  
 Chicago, Rock Island & Pacific #1423  
 August 1936 scrapped  
 AAT

3931 August 1901 4-6-0 20x28-64.7"  
 Chicago, Rock Island & Pacific #1424  
 February 1939 scrapped  
 AAT

3932 August 1901 4-6-0 20x28-64.7"  
 Chicago, Rock Island & Pacific #1425  
 December 1935 scrapped  
 AAT

3933 August 1901 4-6-0 20x28-64.7"  
 Chicago, Rock Island & Pacific #1426  
 November 1938 scrapped  
 AAT

3934 August 1901 4-6-0 20x28-64.7"  
 Chicago, Rock Island & Pacific #1427  
 August 1934 scrapped  
 AAT

3935 August 1901 4-6-0 20x28-64.7"  
 Chicago, Rock Island & Pacific #1428  
 June 1934 scrapped  
 AAT

3936 August 1901 4-6-0 20x28-64.7"  
 Chicago, Rock Island & Pacific #1429  
 May 1934 scrapped  
 AAT

3937 August 1901 2-8-0 20x26-54"  
 Hocking Valley #233  
 by May 1930 off roster  
 AAT

3938 August 1901 2-8-0 20x26-54"  
 Hocking Valley #234  
 by May 1930 off roster  
 AAT

3939 August 1901 2-8-0 20x26-54"  
 Hocking Valley #235  
 by May 1930 off roster  
 AAT

3940 August 1901 2-8-0 20x26-54"  
 Hocking Valley #236  
 by May 1930 off roster  
 AAT

3941 August 1901 2-8-0 20x26-54"  
 Hocking Valley #237  
 by May 1930 off roster  
 AAT

3942 August 1901 4-6-0 20x28-69"  
 Central Railroad of New Jersey L-5 #483  
 1903 to Central Railroad of New Jersey L-5 #160  
 October 1952 scrapped  
 AAT

3943 August 1901 4-6-0 20x28-69"  
 Central Railroad of New Jersey L-5 #484  
 1903 to Central Railroad of New Jersey L-5 #161  
 February 1952 scrapped  
 AAT

3944 August 1901 4-6-0 20x28-69"  
 Central Railroad of New Jersey L-5 #485  
 1903 to Central Railroad of New Jersey L-5 #162  
 August 1950 scrapped  
 AAT

3945 September 1901 4-6-0 20x28-69"  
 Central Railroad of New Jersey L-5 #486  
 1903 to Central Railroad of New Jersey L-5 #163  
 August 1950 scrapped  
 AAT

3946 September 1901 4-6-0 20x28-69"  
 Central Railroad of New Jersey L-5 #487  
 1903 to Central Railroad of New Jersey L-5 #164  
 October 1952 scrapped  
 AAT

3947 September 1901 4-6-0 20x28-69"  
 Central Railroad of New Jersey L-5 #488  
 1903 to Central Railroad of New Jersey L-5 #165  
 October 1952 scrapped  
 AAT

3948 September 1901 4-6-0 20x28-69"  
 Central Railroad of New Jersey L-5 #489  
 1903 to Central Railroad of New Jersey L-5 #166  
 April 1936 scrapped  
 AAT

3949 August 1901 0-6-0 18x24-51"  
 Burlington, Cedar Rapids & Northern #19  
 June 1903 to Chicago, Rock Island & Pacific #193  
 May 1934 scrapped  
 AAT

3950 August 1901 0-6-0 18x24-51"  
 Burlington, Cedar Rapids & Northern #20  
 June 1903 sold to Chicago, Rock Island & Pacific #194  
 May 1934 scrapped  
 AAT

3951 August 1901 4-6-0 20x26-63"  
 Burlington, Cedar Rapids & Northern #205  
 June 1903 sold to Chicago, Rock Island & Pacific #1495  
 December 1936 scrapped  
 AAT

3952 August 1901 4-6-0 20x26-63"  
 Burlington, Cedar Rapids & Northern #206  
 June 1903 sold to Chicago, Rock Island & Pacific #1496  
 December 1942 scrapped  
 AAT

3953 August 1901 4-6-0 20x26-63"  
 Burlington, Cedar Rapids & Northern #207  
 June 1903 sold to Chicago, Rock Island & Pacific #1497  
 December 1938 scrapped  
 AAT

3954 August 1901 4-6-0 20x26-63"  
 Burlington, Cedar Rapids & Northern #208  
 June 1903 to Chicago, Rock Island & Pacific #1498  
 March 1928 scrapped  
 AAT

3955 August 1901 4-6-0 20x26-63"  
 Burlington, Cedar Rapids & Northern #209  
 June 1903 sold to Chicago, Rock Island & Pacific #1499  
 by 1935 off roster  
 AAT

3956 September 1901 2-6-0 3' gauge 15x18-38"  
 Tionesta Valley #9  
 1939 scrapped  
 AAT

3957 September 1901 4-8-0 20x32-55"  
 Central Railroad of New Jersey #467  
 1903 to Central Railroad of New Jersey K-1 #477  
 April 1947 scrapped  
 AAT

3958 September 1901 4-8-0 20x32-55"  
 Central Railroad of New Jersey K-1 #468  
 1903 to Central Railroad of New Jersey K-1 #478  
 July 1947 scrapped  
 AAT

3959 September 1901 4-8-0 20x32-55"  
 Central Railroad of New Jersey K-1 #469  
 1903 to Central Railroad of New Jersey K-1 #479  
 July 1945 scrapped  
 AAT

3960 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #470  
September 1937 scrapped  
AAT

3961 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #471  
March 1937 scrapped  
AAT

3962 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #472  
November 1947 scrapped  
AAT

3963 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #473  
December 1934 scrapped  
AAT

3964 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #474  
March 1947 scrapped  
AAT

3965 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #475  
March 1947 scrapped  
AAT

3966 September 1901 4-8-0 20x32-55"  
Central Railroad of New Jersey K-1 #476  
March 1947 scrapped  
AAT

3967 September 1901 4-4-2 20½x26-85"  
Central Railroad of New Jersey #588  
1903 to Central Railroad of New Jersey #591  
May 1911 rebuilt  
79" drivers  
Central Railroad of New Jersey P-5 #591  
July 1915 rebuilt  
September 1920 rebuilt  
22x26"  
Central Railroad of New Jersey P-6s #591  
1945 to Central Railroad of New Jersey A-28 #591  
February 1947 scrapped  
AAT

3968 September 1901 4-4-2 20½x26-85"  
Central Railroad of New Jersey #589  
1903 to Central Railroad of New Jersey #592  
June 1913 rebuilt  
79" drivers  
Central Railroad of New Jersey P-5 #592  
November 1919 rebuilt  
22x26"  
Central Railroad of New Jersey P-6s #592  
1945 to Central Railroad of New Jersey A-28 #592  
May 1954 sent to Baltimore & Ohio Railroad Museum #592 (as CNJ 592)  
AAT

3969 September 1901 4-4-2 20½x26-85"  
Central Railroad of New Jersey #590  
July 1910 rebuilt  
79" drivers  
Central Railroad of New Jersey P-5 #590  
October 1915 rebuilt  
June 1919 rebuilt  
22x26"  
Central Railroad of New Jersey P-6s #590  
1945 to Central Railroad of New Jersey A-28 #590  
July 1946 scrapped  
AAT

3970 September 1901 4-4-0 18x26-72"  
Toledo & Ohio Central #119  
1904 to Toledo & Ohio Central #455  
1911 to New York Central (Toledo & Ohio Central) C-96a #9556 (1<sup>st</sup>)  
October 1929 retired from service  
AAT, BAX

3971 September 1901 4-4-0 18x26-72"  
Toledo & Ohio Central #120  
1904 to Toledo & Ohio Central #456  
1911 to New York Central (Toledo & Ohio Central) C-96a #9557 (2<sup>nd</sup>)  
November 1924 scrapped  
AAT, BAX

3972 September 1901 4-4-0 18x26-72"  
Toledo & Ohio Central #121  
1904 to Toledo & Ohio Central #457  
1911 to New York Central (Toledo & Ohio Central) C-96a #9558 (1<sup>st</sup>)  
May 1927 retired from service  
scrapped  
AAT, BAX

3973 September 1901 2-8-0 19½x28-55"  
Saint Louis, Iron Mountain & Southern #1851  
1917 to Missouri Pacific C-55 #501  
AAT

3974 September 1901 2-8-0 19½x28-55"  
Saint Louis, Iron Mountain & Southern #1852  
1917 to Missouri Pacific C-55 #502  
AAT

3975 September 1901 2-8-0 19½x28-55"  
Saint Louis, Iron Mountain & Southern #1853  
1917 to Missouri Pacific C-55 #503  
AAT

3976 September 1901 2-8-0 19½x28-55"  
Saint Louis, Iron Mountain & Southern #1854  
1917 to Missouri Pacific C-55 #504  
AAT

3977 September 1901 2-8-0 19½x28-55"  
Saint Louis, Iron Mountain & Southern #1855  
1917 sold to Missouri Pacific C-55 #505  
AAT

3978 September 1901 2-8-0 19½x28-55"  
Saint Louis, Iron Mountain & Southern #1856  
1917 to Missouri Pacific C-55 #506  
AAT

3979 September 1901 2-8-0 19½x28-55" belpaire firebox  
Saint Louis, Iron Mountain & Southern #1857  
1917 to Missouri Pacific C-55 #507  
AAT

3980 September 1901 2-8-0 19½x28-55"  
Saint Louis, Iron Mountain & Southern #1858  
1917 to Missouri Pacific C-55 #508  
sold to El Dorado & Wesson #14  
AAT

3981 September 1901 2-8-0 19½x28-55"  
Saint Louis, Iron Mountain & Southern #1859  
1917 to Missouri Pacific C-55 #509  
AAT

3982 September 1901 2-8-0 19½x28-55"  
Saint Louis, Iron Mountain & Southern #1860  
1917 sold to Missouri Pacific C-55 #510  
AAT

3983 September 1901 2-8-0 19½x28-55"  
Saint Louis, Iron Mountain & Southern #1861  
1917 to Missouri Pacific C-55 #511  
AAT

3984 September 1901 2-8-0 19½x28-55"  
Saint Louis, Iron Mountain & Southern #1862  
1917 to Missouri Pacific C-55 #512  
AAT

3985 September 1901 2-8-0 19½x28-55"  
Saint Louis, Iron Mountain & Southern #1863  
1917 to Missouri Pacific C-55 #513  
AAT

3986 September 1901 2-8-0 19½x28-55"  
Saint Louis, Iron Mountain & Southern #1864  
1917 to Missouri Pacific C-55 #514  
sold to Ashley Drew & Northern #125  
AAT

3987 September 1901 2-8-0 19½x28-55"  
Saint Louis, Iron Mountain & Southern #1865  
1917 to Missouri Pacific C-55 #515  
sold to El Dorado & Wesson #16  
AAT

3988 October 1901 4-4-2 20½x26-73"  
Chicago, Indianapolis & Louisville I-1 #300  
1911 to Chicago, Indianapolis & Louisville I-1 #391  
December 1936 scrapped  
AAT

3989 October 1901 4-4-2 20½x26-73"  
Chicago, Indianapolis & Louisville I-1 #301  
1911 to Chicago, Indianapolis & Louisville I-1 #391  
December 1936 scrapped  
AAT

3990 October 1901 4-6-0 20 x28-64.7"  
Chicago, Rock Island & Pacific #1430  
March 1937 scrapped  
AAT

3991 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1431  
August 1935 scrapped  
AAT

3992 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1432  
September 1936 scrapped  
AAT

3993 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1433  
September 1940 scrapped  
AAT

3994 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1434  
September 1934 scrapped  
AAT

3995 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1435  
December 1938 scrapped  
AAT

3996 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1436  
January 1941 scrapped  
AAT

3997 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1437  
November 1936 scrapped  
AAT

3998 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1438  
October 1935 scrapped  
AAT

3999 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1439  
August 1936 scrapped  
AAT

4000 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1440  
November 1935 scrapped  
AAT

4001 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1441  
August 1934 scrapped  
AAT

4002 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1442  
August 1934 scrapped  
AAT

4003 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1443  
September 1940 scrapped  
AAT

4004 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1444  
May 1936 scrapped  
AAT

4005 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1445  
June 1934 scrapped  
AAT

4006 October 1904 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1446  
August 1934 scrapped  
AAT

4007 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1447  
December 1935 scrapped  
AAT

4008 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1448  
September 1934 scrapped  
AAT

4009 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1449  
July 1934 scrapped  
AAT

4010 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1450  
April 1934 scrapped  
AAT

4011 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1451  
August 1934 scrapped  
AAT

4012 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1452  
August 1936 scrapped  
AAT

4013 October 1901 4-6-0 20x28-64.7"  
Chicago, Rock Island & Pacific #1453  
August 1934 scrapped  
AAT

4014 October 1901 4-8-0 20x26-55  
Buffalo, Rochester & Pittsburgh S-3 #240  
December 1922 sold to Southern Iron & Equipment Company #1777  
July 11, 1923 sold to Gainesville Midland #106  
00/1927 rebuilt 2-8-0  
AAT

4015 October 1901 4-8-0 20x26-55  
Buffalo, Rochester & Pittsburgh S-3 #241  
00/1919 sold to Southern Iron & Equipment Company #1422  
October 1919 sold to Cubano de Hershey #7, Cuba  
AAT

4016 October 1901 4-8-0 20x26-55  
Buffalo, Rochester & Pittsburgh S-3 #242  
00/1919 sold to Southern Iron & Equipment Company #1421  
August 24, 1919 sold to Fort Smith & Western #34  
April 1934 scrapped  
AAT

4017 October 1901 4-8-0 20x26-55  
Buffalo, Rochester & Pittsburgh S-3 #243  
00/1923 sold to Southern Iron & Equipment Company #1856  
July 1923 sold to Brooks Calloway #9  
AAT

4018 October 1901 4-8-0 20x26-56  
Buffalo, Rochester & Pittsburgh S-3 #244  
00/1918 sold to Southern Iron & Equipment Company #1275  
April 1, 1918 sold to DuPont Engineering Company of Nashville #6  
(lettered U. S. of A.)  
AAT

4019 October 1901 4-8-0 20x26-55  
Buffalo, Rochester & Pittsburgh S-3 #245  
00/1919 sold to Southern Iron & Equipment Company #1431  
00/1919 sold to ?  
00/1919 sold to Southern Iron & Equipment Company #1490  
March 20, 1920 sold to Cubano de Hershey #9, Cuba  
AAT

4020 October 1901 0-6-0 19x26-57  
Peoria & Pekin Union D #24  
by 1931 off roster  
AAT

4021 October 1901 2-6-0 19x26-63

Peoria & Pekin Union E #25

by 1927 off roster

AAT

4022 November 1901 4-8-0 21x32-55

Saint Louis, Iron Mountain & Southern #1801

May 1917 sold to Missouri Pacific #1801

TW-55 class

AAT

4023 November 1901 4-8-0 21x32-55

Saint Louis, Iron Mountain & Southern #1802

May 1917 sold to Missouri Pacific #1802

TW-55 class

AAT

4024 November 1901 4-8-0 21x32-55

Saint Louis, Iron Mountain & Southern #1803

May 1917 sold to Missouri Pacific #1803

TW-55 class

AAT

4025 November 1901 4-8-0 21x32-55

Saint Louis, Iron Mountain & Southern #1804

May 1917 sold to Missouri Pacific #1804

TW-55 class

AAT

4026 November 1901 4-8-0 21x32-55

Saint Louis, Iron Mountain & Southern #1805

May 1917 sold to Missouri Pacific #1805

TW-55 class

AAT

4027 November 1901 4-8-0 21x32-55

Saint Louis, Iron Mountain & Southern #1806

May 1917 sold to Missouri Pacific #1806

TW-55 class

AAT

4028 November 1901 2-8-0 20x26-55

Pere Marquette C-2 #330

June 1935 scrapped

AAT

4029 November 1901 2-8-0 20x26-56

Pere Marquette C-2 #331

00/1932 scrapped

AAT

4030 November 1901 2-8-0 20x26-56

Pere Marquette C-2 #332

00/1932 scrapped

AAT

4031 November 1901 2-8-0 20x26-56

Pere Marquette C-2 #333

May 1930 scrapped

AAT

4032 November 1901 2-8-0 20x26-56

Pere Marquette C-2 #334

January 1934 scrapped

AAT

4033 November 1901 2-8-0 20x26-56

Pere Marquette C-2 #335

00/1932 scrapped

AAT

4034 November 1901 2-8-0 20x26-56

Pere Marquette C-2 #336

July 1929 scrapped

AAT

4035 November 1901 2-8-0 20x26-56

Pere Marquette C-2 #337

May 1930 scrapped

AAT

4036 November 1901 4-4-2 19x26-72

Pere Marquette A-4 #392

July 1929 scrapped

AAT

4037 November 1901 4-4-2 19x26-72

Pere Marquette A-4 #393

February 1934 scrapped

AAT

4038 November 1901 4-4-2 19x26-72  
Pere Marquette A-4 #394  
September 1929 scrapped  
AAT

4039 January 1902 0-6-0 19x26-50  
Pere Marquette S-2 #404  
March 1934 scrapped  
AAT

4040 January 1902 0-6-0 19x26-50  
Pere Marquette S-2 #405  
February 1934 scrapped  
AAT

4041 January 1902 0-6-0 19x26-50  
Pere Marquette S-2 #406  
00/1936 scrapped  
AAT

4042 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1110 (1<sup>st</sup>)  
1927 rebuilt  
0-8-0  
Great Northern C-2 #862  
May 1939 scrapped  
AAT, KJB

4043 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1111 (1<sup>st</sup>)  
1927 rebuilt  
0-8-0  
Great Northern C-2 #864  
January 1950 scrapped  
AAT, KJB

4044 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1112 (1<sup>st</sup>)  
1927 rebuilt  
0-8-0  
Great Northern C-2 #865  
May 1939 scrapped  
AAT, KJB

4045 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1113 (1<sup>st</sup>)  
1925 rebuilt  
0-8-0  
Great Northern C-2 #853  
January 1947 scrapped  
AAT, KJB

4046 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1114 (1<sup>st</sup>)  
1925 rebuilt  
0-8-0  
Great Northern C-2 #854  
March 1952 scrapped  
AAT, KJB

4047 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1115 (1<sup>st</sup>)  
1925 rebuilt  
0-8-0  
Great Northern C-2 #850  
October 1941 scrapped  
AAT, KJB

4048 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1116 (1<sup>st</sup>)  
1926 rebuilt  
0-8-0  
Great Northern C-2 #859  
October 1952 scrapped  
AAT, KJB

4049 November 1901 2-8-0 20x32-55  
Great Northern F-6 #1117 (1<sup>st</sup>)  
1927 rebuilt  
0-8-0  
Great Northern C-2 #867  
May 1939 scrapped  
AAT, KJB

4050 November 1901 2-8-0 20x32-55

Great Northern F-6 #1118 (1<sup>st</sup>)

1925 rebuilt

0-8-0

Great Northern C-2 #851

00/1941 scrapped

AAT, KJB

4051 November 1901 2-8-0 20x32-55

Great Northern F-6 #1119 (1<sup>st</sup>)

1927 rebuilt

0-8-0

Great Northern C-2 #861

April 1953 scrapped

AAT, KJB

4052 November 1901 2-8-0 20x32-55

Great Northern F-6 #1120 (1<sup>st</sup>)

1927 rebuilt

0-8-0

Great Northern C-2 #866

April 1947 scrapped

AAT, KJB

4053 November 1901 2-8-0 20x32-55

Great Northern F-6 #1121 (1<sup>st</sup>)

1925 rebuilt

0-8-0

Great Northern C-2 #857

January 1947 scrapped

AAT, KJB

4054 November 1901 2-8-0 20x32-55

Great Northern F-6 #1122 (1<sup>st</sup>)

1925 rebuilt

0-8-0

Great Northern C-2 #855

October 1951 scrapped

AAT, KJB

4055 November 1901 2-8-0 20x32-55

Great Northern F-6 #1123 (1<sup>st</sup>)

1927 rebuilt

0-8-0

Great Northern C-2 #863

May 1952 scrapped

AAT, KJB

4056 November 1901 2-8-0 20x32-55

Great Northern F-6 #1124 (1<sup>st</sup>)

1925 rebuilt

0-8-0

Great Northern C-2 #856

January 1950 scrapped

AAT, KJB

4057 December 1901 2-8-0 20x32-55

Great Northern F-6 #1125 (1<sup>st</sup>)

1926 rebuilt

0-8-0

Great Northern C-2 #858

May 1939 retired from service

AAT, KJB

4058 December 1901 2-8-0 20x32-55

Great Northern F-6 #1126 (1<sup>st</sup>)

1925 rebuilt

0-8-0

Great Northern C-2 #852

April 1948 scrapped

AAT, KJB

4059 December 1901 2-8-0 20x32-55

Great Northern F-6 #1127 (1<sup>st</sup>)

1928 rebuilt

0-8-0

Great Northern C-2 #869

March 1948 scrapped

AAT, KJB

4060 December 1901 2-8-0 20x32-55

Great Northern F-6 #1128

00/1926 rebuilt 0-8-0 C-2

Great Northern C-2 #860 (1<sup>st</sup>)

January 1947 sold as scrap to Paper Calmenson & Company

AAT, KJB

4061 December 1901 2-8-0 20x32-55

Great Northern F-6 #1129

00/1927 rebuilt 0-8-0

Great Northern C-2 #868 (1<sup>st</sup>)

March 1947 sold as scrap to Paper Calmenson & Company

AAT, KJB

4062 December 1901 2-8-0 21x30-63

Lake Shore & Michigan Southern B-2b #780

1905 sold to New York Central (Lake Shore & Michigan Southern) G-43b  
#5780 (1<sup>st</sup>)

January 1925 sold to Ferguson & Allan Company

00/1927 sold to Eagle Lake & West Branch #2

sold to Irving Pulp & Paper Limited

sold to State of Maine

stored at Tramway on Eagle Lake, 55 miles Northwest of Millinocket

AAT, BAX

4063 December 1901 2-8-0 21x30-63

Lake Shore & Michigan Southern B-2b #781

1905 sold to New York Central (Lake Shore & Michigan Southern) G-43B  
#5781 (1<sup>st</sup>)

April 1925 sold to General Equipment Company

sold to Cin. Indy & Western #326

00/1927 sold to Baltimore & Ohio E-44 #438 (3<sup>rd</sup>)

00/1928 retired from service

AAT, BAX

4064 December 1901 2-8-0 21x30-63

Lake Shore & Michigan Southern B-2b #782

1905 sold to New York Central (Lake Shore & Michigan Southern) G-43b  
#5782 (1<sup>st</sup>)

December 1923 scrapped

AAT, BAX

4065 December 1901 2-8-0 21x30-63

Lake Shore & Michigan Southern B-2b #783

1905 sold to New York Central (Lake Shore & Michigan Southern) G-43b  
#5783 (1<sup>st</sup>)

August 1923 sold to Wheeling & Lake Erie H-7 #3573

August 1930 retired from service

May 1931 scrapped

AAT, BAX

4066 December 1901 2-8-0 21x30-63

Lake Shore & Michigan Southern B-2b #784

1905 sold to New York Central (Lake Shore & Michigan Southern) G-43b  
#5784 (1<sup>st</sup>)

August 1923 sold to Wheeling & Lake Erie H-7 #3578

February 1929 retired from service

July 1929 scrapped

AAT, BAX

4067 1901 2-8-0

Lake Shore & Michigan Southern #785

1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5785 (1<sup>st</sup>)

September 1934 scrapped

BAX

4068 1901 2-8-0

Lake Shore & Michigan Southern #786

1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5786 (1<sup>st</sup>)

November 1923 scrapped

BAX

4069 1901 2-8-0

Lake Shore & Michigan Southern #787

1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5787 (1<sup>st</sup>)

August 1923 sold to Wheeling & Lake Erie #3574

BAX

4070 1901 2-8-0  
Lake Shore & Michigan Southern #788  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5788 (1<sup>st</sup>)  
December 1925 scrapped  
BAX

4071 1901 2-8-0  
Lake Shore & Michigan Southern #789  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5789 (1<sup>st</sup>)  
October 1929 scrapped  
BAX

4072 1901 2-8-0  
Lake Shore & Michigan Southern #790  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5790 (1<sup>st</sup>)  
November 1923 scrapped  
BAX

4073 1901 2-8-0  
Lake Shore & Michigan Southern #5791  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5791 (1<sup>st</sup>)  
August 1923 sold to Wheeling & Lake Erie #3580  
BAX

4074 1901 2-8-0  
Lake Shore & Michigan Southern #792  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5792 (1<sup>st</sup>)  
December 1924 scrapped  
BAX

4075 1901 2-8-0  
Lake Shore & Michigan Southern #793  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5793 (1<sup>st</sup>)  
November 1923 sold to Saint Louis & Hannibal  
BAX

4076 1901 2-8-0  
Lake Shore & Michigan Southern #794  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5794 (1<sup>st</sup>)  
July 1929 scrapped  
BAX

4077 1901 2-8-0  
Lake Shore & Michigan Southern #795  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5795 (1<sup>st</sup>)  
October 1926 scrapped  
BAX

4078 1901 2-8-0  
Lake Shore & Michigan Southern #796  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5796 (1<sup>st</sup>)  
December 1923 sold to Saint Louis & Hannibal  
BAX

4079 1901 2-8-0  
Lake Shore & Michigan Southern #797  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5797 (1<sup>st</sup>)  
December 1925 scrapped  
BAX

4080 1901 2-8-0  
Lake Shore & Michigan Southern #798  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5798 (1<sup>st</sup>)  
November 1923 sold to Saint Louis & Hannibal  
R97

4081 1901 2-8-0  
Lake Shore & Michigan Southern #799  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5799 (1<sup>st</sup>)  
August 1929 scrapped  
BAX

4082 1901 2-8-0

Lake Shore & Michigan Southern #800  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5800 (1<sup>st</sup>)  
October 1923 sold to Saint Louis & Hannibal  
BAX

4083 1901 2-8-0

Lake Shore & Michigan Southern #801  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5801 (1<sup>st</sup>)  
April 1925 sold to General Equipment Company  
BAX

4084 1901 2-8-0

Lake Shore & Michigan Southern #802  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5802 (1<sup>st</sup>)  
July 1929 scrapped  
BAX

4085 1901 2-8-0

Lake Shore & Michigan Southern #803  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5803 (1<sup>st</sup>)  
1923 sold to Saint Louis & Hannibal  
BAX

4086 1901 2-8-0

Lake Shore & Michigan Southern #804  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5804 (1<sup>st</sup>)  
1936 to New York Central (Lake Shore & Michigan Southern) G-43b  
#1103 (3<sup>rd</sup>)  
September 1949 scrapped  
BAX

4087 1901 2-8-0

Lake Shore & Michigan Southern #805  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5805 (1<sup>st</sup>)  
November 1929 scrapped  
BAX

4088 1901 2-8-0

Lake Shore & Michigan Southern #806  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5806 (1<sup>st</sup>)  
1936 to New York Central (Lake Shore & Michigan Southern) G-43b  
#1104 (3<sup>rd</sup>)  
August 1949 scrapped  
BAX

4089 1901 2-8-0

Lake Shore & Michigan Southern #807  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5807 (1<sup>st</sup>)  
August 1923 sold to Wheeling & Lake Erie #3575  
BAX

4090 1901 2-8-0

Lake Shore & Michigan Southern #808  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5808 (1<sup>st</sup>)  
August 1923 sold to Wheeling & Lake Erie #3579  
BAX

4091 1901 2-8-0

Lake Shore & Michigan Southern #809  
1905 to New York Central (Lake Shore & Michigan Southern) G-43b  
#5809 (1<sup>st</sup>)  
December 1923 scrapped  
BAX

4112 February 1902 2-8-0 19x28-62

New York, Chicago & Saint Louis N #126  
00/1910 to #407  
August 1920 rebuilt 0-6-0 B-9  
New York, Chicago & Saint Louis B-9 #107 (3<sup>rd</sup>)  
00/1944 retired from service  
May 1945 scrapped  
AAT

4113 February 1902 2-8-0 19x28-62

New York, Chicago & Saint Louis N #127  
00/1910 to #408  
June 1920 rebuilt 0-6-0 B-9  
New York, Chicago & Saint Louis B-9 #108 (3<sup>rd</sup>)  
April 1932 retired from service  
June 1933 scrapped  
AAT

4114 February 1902 2-8-0 19x28-62

New York, Chicago & Saint Louis N #128  
00/1910 to #409  
May 1921 rebuilt 0-6-0  
New York, Chicago & Saint Louis #109 (3<sup>rd</sup>)  
AAT

41834 00/1907 2-8-0

rebuilt  
2-8-2  
#6708  
1936 to New York Central H-50 #1635 (2<sup>nd</sup>)  
1947 to #1550  
BAX

41840 1907 2-8-0

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5  
#6714 (1<sup>st</sup>)  
February 1915 rebuilt  
2-8-2  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-50  
#6714 (1<sup>st</sup>)  
December 1925 to P&E #6714  
1936 to New York Central #1641  
BAX

41841 1907 2-8-0

New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) G-5  
#6715 (1<sup>st</sup>)  
December 1913 rebuilt  
2-8-2  
New York Central (Cleveland, Cincinnati, Chicago & Saint Louis) H-5L  
#6715 (1<sup>st</sup>)  
1936 to New York Central #1642  
BAX

43853 October 1907 2-6-2 Standard gauge 21x28-63" 104½T Order B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1900  
AHY

43854 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1901  
AHY

43855 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1902  
AHY

43856 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1903  
AHY

43857 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1904  
AHY

43858 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1905  
AHY

43859 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1906  
AHY

43860 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1907  
AHY

43861 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1908  
AHY

43862 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1909  
AHY

43863 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1910  
AHY

43864 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1911  
AHY

43865 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1912  
AHY

43866 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1913  
AHY

43867 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1914  
AHY

43868 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1915  
AHY

43869 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1916  
AHY

43870 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1917  
AHY

43871 September 1907 2-6-2 Standard gauge 21x28-63" 104½T Order  
B-1129  
Chicago, Milwaukee & Saint Paul K-1 #1918  
AHY

55132 1915 4-6-0  
Watertown & Sioux Falls #16  
January 1922 to Great Northern Railway E-2 #910 (1<sup>st</sup>)  
March 1949 sold as scrap to Paper Calmenson & Company  
KJB

55226 1915 2-8-0 22x28-51" 199,000  
Toledo Terminal #34  
R97

63479 Brooks Works July 1922  
0-6-0  
Chicago & North Western Railway M-2 #2133  
August 18, 1922 delivered

64454 September 1923 2-8-2  
Chicago & North Western Railway J #2702  
September 24, 1923 delivered

64456 September 1923 2-8-2  
Chicago & North Western J #2704  
September 29, 1923 delivered  
January 1955 in service  
CNW

64458 September 1923 2-8-2  
Chicago & North Western J #2706  
September 28, 1923 delivered  
by January 1955 off roster  
CNW

64460 September 1923 2-8-2  
Chicago & North Western J #2708  
September 29, 1923 delivered  
by January 1955 off roster  
CNW  
References:  
AHY  
BAX  
CNW  
KJB

If you find this information of value, please share it!

Monetary donations accepted and appreciated. Check or money order  
may be mailed to:

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525 Madison Avenue  
Lodi, WI 53555-1116